

PINK DIGEST
ATTACHED (REJECTED) AMENDMENTS

REJECTED AMENDMENTS BY FINANCE
COMMITTEE THROUGH 11/02/16

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Amendment 1A011

Adoption of Amendment 1A011 would substitute for Approved Amendment 1A031.

By Supervisor Mayo, Sr.

Amend Org. Unit No. 1020 – Government Affairs as follows:

Appropriations are provided for the following memberships in 2017: Great Lakes and St. Lawrence Cities Initiative (\$9,000), Public Policy Forum (\$1,300), Intergovernmental Cooperation Council (\$500), National Association of County LGBT Leaders and Allies (\$500), Transportation Development Association of Wisconsin (\$500), The Wisconsin Group (\$500), Association of Wisconsin Lobbyists (\$500), and National Association of County Intergovernmental Relations Officers (\$200).

Amend Org. Unit No. 3270 – County Clerk as follows:

Appropriations are provided for the following memberships in 2017: Wisconsin Counties Association (\$47,955), National Association of Counties (\$20,000), Center for International Health (\$20,000), International Association of Government Officials (\$200), Wisconsin County Clerks Association (\$125), and Milwaukee Metro Municipal Clerks Association (\$120).

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1020	Government Affairs	(\$40,000)	\$0	(\$40,000)
3270	County Clerk	\$40,000	\$0	\$40,000
TOTALS:		\$0	\$0	\$0

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)	X	
Wasserman Vice Chairperson	X	
West Chairperson	X	
TOTALS:	7	0

*The Motion to **REJECT** was approved 7-0*

Amendment 1A025

Adoption of Amendment 1A025 would substitute for Approved Amendment 1A015.

Adoption of Amendment 1A025 would result in the denial of Amendments 1A030, 1A061, 1B014, 1B015, and 1B016.

By Supervisor Sartori

Amend Org. Unit No. 5600 – DOT-Transit as follows:

For eligible GO Pass applicants, a fee of ~~\$25.00~~ \$5.00 will be charged to issue the pass, ~~and in addition, GO Pass holders will pay a \$0.25 per ride fare.~~ Individuals who are not yet receiving benefits included in the eligibility criteria, but are receiving assistance from the IDAP program will be granted a GO Pass on a provisional basis while their applications are processed.

This amendment would decrease the tax levy by \$438,325.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
5600	DOT-Transit	\$0	\$438,325	(\$438,325)
TOTALS:		\$0	\$438,325	(\$438,325)

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)	X	
Wasserman Vice Chairperson	X	
West Chairperson	X	
TOTALS:	7	0

*The Motion to **REJECT** was approved 7-0*

Amendment 1A030

Adoption of Amendment 1A030 would substitute for Approved Amendment 1A015.

Adoption of Amendment 1A030 would result in the denial of Amendments 1A025, 1A061, 1B014, 1B015, and 1B016.

By Supervisor Dimitrijevic

Amend Org. Unit No. 5600 – DOT-Transit as follows:

For eligible GO Pass applicants, a fee of \$5.00 will be charged to issue the pass, ~~and in addition, GO Pass holders will pay a \$0.25 per ride fare.~~ Individuals who are not yet receiving benefits included in the eligibility criteria, but are receiving assistance from the IDAP program will be granted a GO Pass on a provisional basis while their applications are processed.

Amend Org. Unit No. 5600 – DOT-Transit narrative as follows:

Administration of the eligibility screening process will be done by the Aging Resource Center and the Disability Resource Center. A workgroup including representatives from MCTS, DOT, DHHS, the Department of Aging, the DAS, the County Board, GoPass users, and representatives of advocacy groups for persons with disabilities and seniors, will be convened when the 2017 Budget is adopted to finalize a plan to implement the changes in eligibility requirements while minimizing impacts on GO Pass holders. A written communication shall be sent as soon as possible to all GO Pass participants to notify them of changes to the GO Pass program approved by Milwaukee County. This communication shall be sent prior to the workgroup’s recommendations, so that all participants have ample time to adjust to the forthcoming changes to the GO Pass Program.

Amend Org. Unit No. 7900 – Department on Aging as follows:

In 2017, the Aging Resource Center receives an additional \$109,000, as well as, 2 FTE Service Support Specialist positions for administrative support of Milwaukee County Transit’s Growing Opportunities Pass. The Department on Aging will visit every senior center in Milwaukee County at least twice per year to reach out to the elderly community in Milwaukee County to sign up new GO Pass participants.

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
5600	DOT-Transit	\$0	\$0	\$0
7900	Department on Aging	\$0	\$0	\$0
TOTALS:		\$0	\$0	\$0

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)	X	
Wasserman Vice Chairperson	X	
West Chairperson	X	
TOTALS:	7	0

*The Motion to **REJECT** was approved 7-0*

Amendment 1A049

Adoption of Amendment 1A049 would substitute for Approved Amendment 1A045.

By Supervisors Alexander and Sebring

Amend Org. Unit No. 4500 – District Attorney as follows:

The District Attorney’s 2017 Budget adds the following ~~4~~ 3.6 FTE positions, a Fiscal Manager, an ~~an~~ 6 Administrative Assistant, a Witness Protection Call Analyst, and a Victims of Crime Witness Advocate. The Victims of Crime Witness Advocate was added in 2016 per file 16-64. These positions are necessary to provide adequate resources for financial management of the office and to protect witnesses from potential harassment and intimidation.

Administrative Assistant (NR)

~~One additional position of~~ A .6 FTE Assistant Administrative (NR) is created in the 2017 budget. This position, under the supervision of a deputy district attorney, will be responsible for contract administration in DocuSign, County Board reports and action items in Legistar, district attorney records retention and destruction administration, compliance with public records requests and subpoenas and court orders for district attorney records, and county personnel administration in the Ceridian Recruiting System (CRS) Creation of this new county position of senior executive assistant is necessary because the district attorney's office is short of county administrative staff and many county administrative functions have been performed by state employees. The state staff consists of the district attorney and 7 FTE deputy district attorneys that supervise 112.5 FTE assistant district attorneys and 159.5 FTE county employees. This position complements the other senior executive assistant (NR) who provides administrative support for the district attorney and chief deputy district attorney.

The District Attorney’s 2017 budget provides a net increase of ~~4.0~~ 3.6 FTE positions. One Financial Manager, ~~one~~ a .6 Administrative Assistant, one Witness Protection Call Analyst, and one Victims of Crime Witness Advocate which was added in 2016 (file 16-64) and is being recognized in 2017. The District Attorney’s 2017 additions are in response to an increased workload in the following areas: crime investigations, witness protection needs, violent crimes (drug and firearm), domestic violence, prosecution requirements, car-jackings, civil unrest, call volume, and call length.

This amendment would decrease the tax levy by \$17,369.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
4500	District Attorney	(\$17,369)	\$0	(\$17,369)
TOTALS:		(\$17,369)	\$0	(\$17,369)

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)	X	
Wasserman Vice Chairperson	X	
West Chairperson	X	
TOTALS:	7	0

The Motion to REJECT was approved 7-0

Amendment 1A058

Adoption of Amendment 1A058 would substitute for Approved Amendment 1A045.

By Supervisors Alexander and Sebring

Amend Org. Unit No. 1140 – Human Resources as follows:

- Deny the creation of one position of Recruitment Representative.

Amend the narrative sections as follows:

Major Changes in FY 2017: The 2017 Human resource budget adds a net increase of 4 ~~3~~ FTE. One Human Resource Generalist, one Diversity and Inclusion Coordinator, ~~one Recruitment Representative~~, and one Outward Facing Recruiter are created to improve services provided to County Departments. Tuition Reimbursement is reduced from \$300,000 to \$225,000 based on the previous years’ experience, as well as, alignment of the items that qualify for reimbursement with IRS regulations. The 2017 Human Resource Budget decreases by \$50,000 due to the reduction of the employee drug testing contract.

The 2017 Budget adds 2 ~~1~~ FTE to this strategic area: ~~one Recruitment Representative~~, and one Outward Facing Recruiter. ~~Two~~ A positions are is added in the Employment Division in response to requests from County departments to increase services by proactively sourcing and recruiting highly-qualified and talented professionals to serve County government. These positions will perform more rigorous/thorough central Human Resources candidate screening/vetting than is currently done and work to increase the diversity of candidates. ~~One of t~~The additional positions will be assigned to work more closely with Departments to facilitate higher-quality hires, and ~~the other~~ will recruit in the community via social media and networking opportunities.

This amendment decrease tax levy by \$69,046

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1140	Human Resources	(\$69,046)	\$0	(\$69,046)
TOTALS:		(\$69,046)	\$0	(\$69,046)

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)	X	
Wasserman Vice Chairperson	X	
West Chairperson	X	
TOTALS:	7	0

The Motion to REJECT was approved 7-0

Amendment 1A060

Adoption of Amendment 1A060 would substitute for Approved Amendment 1C001.

By Supervisors Alexander and Sebring

Amend Org. Unit No. 1020 – Government Affairs as follows:

- Reduce expenditures earmarked for federal lobbying services by \$90,000.

This amendment would decrease the tax levy by \$90,000.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1020	Government Affairs	(\$90,000)	\$0	(\$90,000)
TOTALS:		(\$90,000)	\$0	(\$90,000)

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

Note: The Recommended Budget allocated \$45,000 to Account 6040 Membership Dues and \$45,000 to Account 6148 Professional Services for contract lobbying services.

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)		
Wasserman Vice Chairperson	X	
West Chairperson	X	
TOTALS:	6	0

The Motion to REJECT was approved 6-0
Supervisor Sequanna Taylor was excused

Amendment 1A061

Adoption of Amendment 1A061 would substitute for Approved Amendment 1A015.

Adoption of Amendment 1A061 would result in the denial of Amendments 1A030, 1A061, 1B014, 1B015, and 1B016.

By Supervisors Alexander and Sebring
 Amend Org. Unit No. 5600 – DOT-Transit as follows:

For eligible GO Pass applicants, a fee of ~~\$5.00~~ \$15.00 will be charged to issue the pass, and in addition, GO Pass holders will pay a ~~\$0.25~~ \$0.75 per ride fare. Up to two (2) minor children may accompany a GO Pass holder with no additional charge. Individuals who are not yet receiving benefits included in the eligibility criteria, but are receiving assistance from the IDAP program will be granted a GO Pass on a provisional basis while their applications are processed.

This amendment would decrease the tax levy by \$262,995.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
5600	DOT-Transit	\$0	\$262,995	(\$262,995)
TOTALS:		\$0	\$262,995	(\$262,995)

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

NOTE: Revenue from the \$0.75 fare is realized beginning in 2018. The estimated revenue realized beginning in 2018 is \$3,157,206. There is no revenue budgeted related to the proposed GO Pass fare changes in 2017. Issuance fee revenue of \$262,995 is realized in 2017.

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)	X	
Wasserman Vice Chairperson	X	
West Chairperson	X	
TOTALS:	7	0

The Motion to REJECT was approved 7-0

Amendment 1B004

Adoption of Amendment 1B004 would substitute for Approved Amendment 1B008.

Adoption of Amendment 1B004 would result in the denial of Amendments 1B014, 1B015, and 1B016.

By Supervisor Wasserman

Amend Capital Improvement Project WH00119 – CTH U and CTH BB Intersection as follows:

- Replace Vehicle Registration Fee revenue of \$507,341 with general obligation bonding.

Amend the following applicable narrative sections:

WH00119 – Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) [WISDOT Project I.D. 2160-01-02/72]

An appropriation of \$959,730 is budgeted for the construction phase for the Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) project in the Highway Safety Improvement Program (HSIP). Financing will be provided from \$452,389 in Federal revenue and \$507,341 in ~~vehicle registration fee revenue~~ general obligation bonds.

Of the WISDOT federal funding approved in 2013, the total estimated construction cost of the project is \$502,654, where the Federal funding is \$452,389 and the remaining \$50,265 is funded by Milwaukee County. Due to the increase in the construction costs related to temporary and permanent traffic signal equipment, ADA curb ramp/sidewalk installation, left turn offset construction, pedestrian safety measures and associated engineering and contingencies, an additional \$457,076 of Milwaukee County funding is required to complete the construction phase of the HSIP project for a total of \$507,341 in ~~vehicle registration fee revenue~~ general obligation bonds.

Amend Capital Improvement Project WH00206 – West Good Hope Road Corridor Adaptive Signal Control as follows:

- Replace Vehicle Registration Fee revenue of \$93,600 with tax levy.

Amend the following applicable narrative sections:

WH00206 – W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System [WISDOT Project I.D. 2130-14-00/70]

An appropriation of \$468,000 is budgeted for the construction phase for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project in the Congestion Mitigation & Air Quality Program (CMAQ). Financing is provided from \$374,400 in Federal revenue and \$93,600 in ~~vehicle registration fee revenue~~ tax levy.

Amend Capital Improvement Project WH01002 – Mill Road 43rd Street to North Sydney Place as follows:

- Replace Vehicle Registration Fee revenue of \$750,000 with general obligation bonds.

Amend the following applicable narrative sections:

WH01002 – W. Mill Rd. (CTH S)-N. 43rd St. to N. Sydney Pl., City of Milwaukee [WISDOT Project No. 2216-01-00/20/70]

An appropriation of \$750,000 is budgeted for the construction phase for W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. in the Surface Transportation Program (STP). Financing will be provided from \$750,000 in ~~vehicle registration fee revenue~~ general obligation bonds.

Amend Capital Improvement Project WH01016 – Reconstruction 13th: Drexel to Rawson Avenue as follows:

- Replace Vehicle Registration Fee revenue of \$100,000 with general obligation bonds.

Amend the following applicable narrative sections:

WH01016 – S. 13th St. (CTH V)-W. Drexel Ave. to W. Rawson Ave., City of Oak Creek [WISDOT Project No. 2505-00-03/23/73]

An appropriation of \$500,000 is budgeted for the continuation of the design and right-of-way acquisition phases for S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. in the Surface Transportation Program (STP). Financing will be provided from \$400,000 in Federal revenue and \$100,000 in ~~vehicle registration fee revenue~~ general obligation bonds.

Amend Capital Improvement Project WH02019 – North Teutonia Avenue (West Good Hope to Bradley) as follows:

- Replace Vehicle Registration Fee revenue of \$100,000 with tax levy.

Amend the following applicable narrative sections:

WH02019 – N. Teutonia Ave. (CTH D)-Good Hope Rd. to Bradley Rd., City of Milwaukee and Village of Brown Deer [WISDOT Project No. N/A]

An appropriation of \$100,000 is budgeted for the design phase for the N. Teutonia Ave. (CTH D) project from W. Good Hope Rd. to W. Bradley Rd. in the County Highway Improvement Program (CHIP). Financing will be provided from \$100,000 in ~~vehicle registration fee revenue~~ tax levy.

Amend Capital Improvement Project WH08023 – Whitnall Park Bridge #564 as follows:

- Replace Vehicle Registration Fee revenue of \$201,107 with tax levy.

Amend the following applicable narrative sections:

WH08023 – Whitnall Park Bridge #564, Village of Hales Corners [WISDOT Project I.D. 2981-00-03/73]

An appropriation of \$589,390 is budgeted for the construction phase for the Whitnall Park Bridge #564 in the Local Bridge Program (LBP). Financing will be provided from \$388,283 in Federal revenue and \$201,107 in ~~vehicle registration fee revenue~~ tax levy.

Amend Capital Improvement Project WH08024 – Whitnall Park Bridge #565 as follows:

- Replace Vehicle Registration Fee revenue of \$210,952 with tax levy.

Amend the following applicable narrative sections:

WH08024 – Whitnall Park Bridge #565. Village of Hales Corners
[WISDOT Project I.D. 2981-00-04/74]

An appropriation of \$644,825 is budgeted for the construction phase for the Whitnall Park Bridge #565 in the Local Bridge Program (LBP). Financing will be provided from \$433,873 in Federal revenue and \$210,952 in ~~vehicle registration fee revenue~~ tax levy.

Amend Capital Improvement Project WH09001 – West Ryan Road (CTH H) S. 96th Street to 112th Street as follows:

- Replace Vehicle Registration Fee revenue of \$827,000 with general obligation bonds.

Amend the following applicable narrative sections:

WH09001 – W. Ryan Rd. (CTH H)-S. 96th St. to S. 112th St., City of Franklin
[WISDOT Project No. N/A]

An appropriation of \$1,540,000 is budgeted for the design and construction phases for the W. Ryan Rd. (CTH H) project from S. 96th St. to S. 112th St. in the County Highway Improvement Program (CHIP). Financing will be provided from \$713,000 in State revenue and \$827,000 in ~~vehicle registration fee revenue~~ general obligation bonds.

Amend Capital Improvement Project WH09101 – Short Term CTH Rehabilitation Maintenance Projects as follows:

- Replace Vehicle Registration Fee revenue of \$500,000 with tax levy.

Amend the following applicable narrative sections:

WH09101 – Short Term CTH Rehabilitation Projects

An appropriation of \$500,000 is budgeted for the design and construction phases for Short Term County Trunk Highway (CTH) Rehabilitation Projects. Financing will be provided from \$500,000 in ~~vehicle registration fee revenue~~ tax levy.

Amend Capital Improvement Project WH09501 – West Rawson Avenue S. 27th Street to S. 20th Street as follows:

- Replace Vehicle Registration Fee revenue of \$30,000 with general obligation bonds.

Amend the following applicable narrative sections:

WH09501 – W. Rawson Ave. (CTH BB)-S. 27th St. to S. 20th St., City of Oak Creek [WISDOT Project No. Pending

An appropriation of \$150,000 is budgeted for the start of the design phase for W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. in the Surface Transportation Program (STP). Financing will be provided from \$120,000 in Federal revenue and \$30,000 in vehicle registration fee revenue general obligation bonds.

Amend Capital Improvement Project WH24001 – West Rawson (CTH BB) USH 45 to Hawthorne Lane as follows:

- Delete the entire project.

Delete the following applicable narrative sections:

~~WH24001 – W. Rawson Ave. (CTH BB) USH 45 to Hawthorne Ln., City of Franklin [WISDOT Project No. N/A]~~

~~An appropriation of \$250,000 is budgeted for the design phase for the W. Rawson Ave. (CTH BB) project from USH 45 to Hawthorne Ln. in the County Highway Improvement Program (CHIP). Financing will be provided from \$250,000 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders and inadequate drainage system.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~None.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes a pavement reconditioning with hot mix asphalt pavement, including shoulder paving, minor drainage and safety improvements.~~

~~In 2015, MCDOT applied for funding from the Wisconsin Department of Transportation (WISDOT) under the County Highway Improvement Program (CHIP) and are awaiting an approved State/Municipal Agreement from WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum WISDOT funding reimbursement is \$793,196.03 and expires on June 30, 2021.~~

~~2018 – 2021 Scope of Work:~~

~~The Five-Year Capital Improvements Plan includes additional appropriations of \$2,450,000 that are necessary to complete the work on the project. Financing is anticipated to be provided from \$793,000 in State revenue and \$1,657,000 in County funding.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Amend Capital Improvement Project WH24101 – N. Oakland Avenue Bridge Deck Mill and Overlay as follows:

- Delete the entire project.

Delete the following applicable narrative sections:

WH24101 – N. Oakland Ave. Bridge Deck Mill & Overlay

~~An appropriation of \$180,000 is budgeted for the design and construction to mill and overlay Oakland Avenue Bridge over the Oak Leaf trail in downtown Milwaukee, B-40-0503. Financing will be provided from \$180,000 in vehicle registration fee revenue.~~

2017 Sub-Project Addresses the following item/issue:

~~The sub-project addresses the need of timely repair of the bridge concrete deck. The bridge deck is experiencing deterioration, spalling, and cracking. If not immediately addressed, this could pose a safety concern by further deterioration and development of potholes. The high demand for and the scarcity of federal and state match under the Local Bridge Program, require the County to fully fund this work.~~

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

None.

2017 Sub-Project Scope of Work:

~~The 2017 scope of work includes concrete surface repair, milling and overlaying the bridge deck, and epoxy injecting concrete cracks.~~

2018 – 2021 Scope of Work:

None.

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Amend Capital Improvement Project WT02601 – New Flyer Buses as follows:

- Replace Vehicle Registration Fee revenue of \$1,700,000 with general obligation bonds.

Amend the following applicable narrative sections:

WT02601 – NEW FLYER BUSES

An appropriation of \$7,500,000 is budgeted for the purchase of fifteen 40-foot replacement buses for the Milwaukee County Transit System. Financing is provided from \$1,700,000 in ~~vehicle registration fee revenue~~ general obligation bonds, \$3,200,000 in federal Surface Transportation Program (STP) funds and \$2,600,000 in Federal Section 5339 funds.

Amend Capital Improvement Project WT08301 – Bus Rapid Transit as follows:

- Reduce expenditures and revenues by 50% to reflect that the project will be financed in 2017 and 2018. Reduce Vehicle Registration Fee revenue by \$5,806,513, from \$7,775,000 to \$1,968,487. Provide \$1,256,513 in general obligation bond financing to provide a total local match financing of \$3,225,000 in 2017.

Amend the following applicable narrative sections:

WT08301 – BUS RAPID TRANSIT

An appropriation of ~~\$43,775,000~~ \$21,225,000 is budgeted for the development, design and construction of a Bus Rapid Transit (BRT) project. Financing is provided from ~~\$7,775,000~~ \$1,968,487 in vehicle registration fee revenue, \$1,256,513 in general obligation bonds, and ~~\$36,000,000~~ \$18,000,000 in Federal Section 5309 Small Starts funds. For 2018, the remaining appropriation of \$22,500,000 will be provided, offset with \$18,000,000 in federal revenue, and \$4,500,000 in local match financing.

2017-2018 Sub-Project Addresses the following item/issue:

In order to make application to the Federal Transit Administration's (FTA) Small Starts Grant Program, Milwaukee County must demonstrate that it is committed to the project by committing local funds for the anticipated overall project cost. The Milwaukee County Department of Transportation, along with its consulting partners, have estimated the total project construction cost to be \$45,000,000 during the feasibility study phase.

The appropriation of \$43,775,000 is being requested with the consideration of eventually including the previously authorized ~~\$1,225,000~~ \$1,275,000 for transit signal priority (WT081) as part of the local match requirement. The Department of Transportation anticipates 80% (\$36,000,000) of the \$45,000,000 total construction project cost would be provided by Federal FTA Small Starts Grant funding. The local share of \$9,000,000 would be reduced by ~~\$1,225,000~~ \$1,275,000 for a total local amount of \$7,775,000. ~~The amount of \$7,775,000 of local share would be provided by vehicle registration fee revenue.~~

Amend Capital Improvement Project WP290 – Kinnickinnic Parkway Reconstruction as follows:

- Replace Vehicle Registration Fee revenue of \$1,739,000 with general obligation bonds.

Amend the following applicable narrative sections:

An appropriation of \$1,739,000 is budgeted for reconstruction of the Kinnickinnic River Parkway. Financing is provided from ~~vehicle registration fee revenue~~ general obligation bonds.

Amend Capital Improvement Project WP52301 – Lake Park Steel Arch Bridge as follows:

- Delete the entire project.

Delete the following applicable narrative sections:

~~WP52301 – LAKE PARK STEEL ARCH BRIDGE~~

~~An appropriation of \$100,800 is budgeted for the design of the steel arch bridge in Lake Park. Financing is provided from vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The Steel Arch Bridge over the Locust St ravine Lake Park was built in 1893. The bridge is wide enough to carry vehicular traffic, but has been closed to vehicular traffic for years due to reconfiguration of roadways in the park and concern over structural integrity of the bridge for vehicular use.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~None.~~

~~2017 Sub-Project Scope of Work:~~

~~The project scope for 2017 work includes planning, survey, design, specifications, and construction documents in preparation for the construction work planned in 2018. The project can reduce the bridge in width to accommodate pedestrian traffic only. The reconstructed bridge will incorporate the existing steel arches and other historical aspects of the bridge. It is anticipated the stone abutments will be rehabilitated to restore structural integrity and appearance.~~

~~2018 – 2021 Scope of Work:~~

~~The five year capital plan includes \$907,000 in 2018 for reconstruction of the Lake Park Steel Arch Bridge as described above.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Staffing Plan

~~DAS – Facilities Management Division staff will be responsible for overall project management and coordination with DPRC staff. Specialized consultants will be retained as needed.~~

Amend Capital Improvement Project WP48401 – Lake Park Ravine Bridge as follows:

- Replace Vehicle Registration Fee revenue of \$500,000 with general obligation bonds. Add an additional \$1,100,800 in general obligation bond funding and reduce private contributions by the same amount.

Amend the following applicable narrative sections:

WP48401 – LAKE PARK RAVINE BRIDGE

An appropriation of \$2,500,000 is budgeted for the Lake Park Ravine Bridge reconstruction. Financing is provided from ~~\$500,000~~ \$1,600,800 in ~~vehicle registration fee revenue~~ general obligation bonds and ~~\$2,000,000~~ \$899,200 in private contributions.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes repair and/or replacement of the historic concrete arch pedestrian bridge in Lake Park. A consultant hired by Milwaukee County is currently evaluating five alternative repair/replacement scenarios and their respective costs.

The County is providing ~~\$500,000~~ \$1,600,800 in funding to serve as a challenge grant for private contributors.

The construction phase of this sub-project shall not proceed until the ~~\$2,000,000~~ \$899,200 in private contributions is secured and committed

Amend Capital Improvement Project WO60201 – Enterprise Platform Modernization as follows:

- Reduce expenditures and revenues by 45% to reflect that a portion of the recommended project will be delayed until 2018. Expenditures and revenues for 2017 are reduced by \$6,573,375, from \$14,607,500 to \$8,034,125. Financing is provided by \$1,650,000 in sales tax revenue and \$6,384,125 in general obligation bonds.

Amend the following applicable narrative sections:

WO60201 – ENTERPRISE PLATFORM MODERNIZATION

An appropriation of ~~\$14,607,500~~ \$8,034,125 is budgeted for the Enterprise Platform Modernization program. Financing is provided from ~~\$11,607,500~~ \$6,139,784 in general obligation bonds and ~~\$3,000,000~~ \$1,650,000 in sales tax revenue, and \$244,341 in tax levy.

2017 Sub-Project Scope of Work:

Upon completion of the initiation and planning phases of the project, the project will move into Phase III System Implementation. During this phase, purchase of the winning software as determined by the RFP process will be complete and system implementation will begin. The project will not only include system purchase and implementation but process re-engineering, data architecture, system configuration, integration, data migration, testing, project staffing, training, and change management.

Project components that are bond eligible may change based upon completion of the planning phase, the scope of work that is included in the contract with the selected ERP vendor(s) and other work being charged to the project. DAS-PSB and the Comptroller Office will work with DAS-IMSD to assess any financing changes that may be required (within the ~~\$14.6~~ \$8.0 million appropriation). An appropriation transfer to allocate cash from the Debt Service Reserve to the project will be submitted prior to the issuance of the 2017 bonds to modify the project’s financing if the assessment determines that more cash financing is required based on a better understanding of actual costs and scope of work.

2018 – 2021 Scope of Work:

The implementation and deployment phase is expected to run throughout 2018. Project costs are estimated at ~~\$9,819,000~~ \$16,392,375.

Amend Capital Improvement Project WO11201 – Fleet General Equipment as follows:

- Reduce expenditures and general obligation bonding by \$729,000 to match the Capital Improvements Committee (CIC) recommendation for 2017.

Amend the following applicable narrative sections:

WO11201 – FLEET GENERAL EQUIPMENT

An appropriation of ~~\$3,480,000~~ \$2,751,000 is budgeted for vehicle and equipment replacement. Financing is provided from ~~\$3,480,000~~ \$2,751,000 in general obligation bonds.

2017 Sub-Project Scope of Work:

This is an ongoing project to replace equipment at the end of its useful life. A detailed list of the highest priority equipment to be replaced is included on the following page.

Amend Capital Improvement Project WO11203 – Fleet Sheriff Equipment as follows:

- Reduce expenditures and general obligation bonding by \$200,000 to match the Capital Improvements Committee (CIC) recommendation for 2017.

Amend the following applicable narrative sections:

WO11203 – FLEET SHERIFF EQUIPMENT

An appropriation of ~~\$1,000,000~~ \$800,000 is budgeted for vehicle and equipment replacement. Financing is provided from ~~\$1,000,000~~ \$800,000 in general obligation bonds.

Amend Capital Improvement Project WO11205 – Fleet Parks Equipment as follows:

- Reduce expenditures and general obligation bonding by \$951,000 to match the Capital Improvements Committee (CIC) recommendation for 2017.

Amend the following applicable narrative sections:

WO11205 – FLEET PARKS EQUIPMENT

An appropriation of ~~\$3,051,000~~ \$2,100,000 is budgeted for vehicle and equipment replacement. Financing is provided from ~~\$3,051,000~~ \$2,100,000 in general obligation bonds.

Amend Capital Improvement Project WH22801 – North Shop Improvements as follows:

- Reduce expenditures and revenues by \$954,000 to reflect adequate funding for planning and schematic design requirements in 2017.

Amend the following applicable narrative sections:

WH22801– NORTH SHOP IMPROVEMENTS

An appropriation of ~~\$1,279,000~~ \$325,000 is budgeted for the replacement of the existing North Highway Maintenance Facility. Financing is provided from ~~\$1,279,000~~ \$325,000 in general obligation bonds.

2017 Sub-Project Scope of Work:

Phase I: Design-

This project will replace the existing North Highway Maintenance Facility. The existing facility has deteriorated and developed structural deficiencies. Construction documents were developed in 1999 for a new maintenance facility. Although these documents are 95% complete, the design will need to be revisited to address any program changes and to insure compliance with current codes and ordinances. Phase I would include programming and schematic plan ~~design team review, design changes, construction cost estimate, bid ready documents, bid phase services and provide design consultant services during the construction phase.~~

2018 – 2021 Scope of Work:

Phase II: Complete Construction Documents, Bid and Construction-

~~The project scope for Phase I in 2017 would provide documents ready to bid. A construction cost estimate will be prepared in Phase I to assist in the preparation of the Phase II budget. Phase II will address~~ completion of the construction documents, bidding and construction of the facility in 2019. The 2001 estimate of probable construction cost was \$4,426,076.00. Utilizing historical cost data multipliers, the 2018 estimate of probable construction cost is projected to be approximately \$8,300,000 for the same 1999 design.

This amendment would have \$0 tax levy impact.

This amendment would increase general obligation bonding by \$208,938.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
WH00119	CTH U and CTH Intersection	\$0	(\$507,341) VRF \$507,341 Bonds	\$0
WH00206	West Good Hope Road Corridor Adaptive Signal	\$0	(\$93,600) VRF	\$93,600
WH01002	Mill Road 43 rd Street to Sydney Place	\$0	(\$750,000) VRF \$750,000 Bonds	\$0
WH01016	Reconstruction 13 th : Drexel to Rawson Avenue	\$0	(\$100,000) VRF \$100,000 Bonds	\$0
WH02019	N. Teutonia Avenue (West Good Hope to Bradley)	\$0	(\$100,000)VRF	\$100,000

WH08023	Whitnall Park Bridge #564	\$0	(\$201,107) VRF	\$201,107
WH008024	Whitnall Park Bridge #565	\$0	(\$210,952) VRF	\$210,952
WH09001	West Ryan Road (CTH H) S. 96 th Street to S. 112 th Street	\$0	(\$827,000) VRF \$827,000 Bonds	\$0
WH09101	Short Term CTH Rehabilitation Maintenance Projects		(\$500,000) VRF	\$500,000
WH09501	West Rawson Avenue S. 27 th Street to S. 20 th Street		(\$30,000) VRF \$30,000 Bonds	\$0
WH24001	West Rawson (CTH BB) USH 45 to Hawthorne Lane	(\$250,000)	(\$250,000) VRF	\$0
WH24101	N. Oakland Avenue Bridge Deck and Mill Overlay	(\$180,000)	(\$180,000) VRF	\$0
WT02601	New Flyer Buses	\$0	(\$1,700,000) VRF \$1,700,000 Bonds	\$0
WT08301	Bus Rapid Transit	(\$22,550,000)	(\$18,000,000) Federal (\$5,806,513) VRF \$1,256,513 Bonds	\$0
WP290	Kinnickinnic Parkway Reconstruction	\$0	(\$1,739,000) VRF \$1,739,000 Bonds	\$0
WP52301	Lake Park Steel Arch Bridge	(\$100,800)	(\$100,800) VRF	\$0
WP48401	Lake Park Ravine Bridge	\$0	(\$500,000) VRF \$1,600,800 Bonds (\$1,100,800) Private Contributions	\$0
WO60201	Enterprise Platform Modernization	(\$6,573,375)	(\$5,467,716) Bonds (\$1,350,000) Sales Tax	\$244,341
1996	Sales Tax Revenue		\$1,350,000	(\$1,350,000)

WO11201	Fleet General Equipment	(\$729,000)	(\$729,000) Bonds	\$0
WO11203	Fleet Sheriff Equipment	(\$200,000)	(\$200,000) Bonds	\$0
WO11205	Fleet Parks Equipment	(\$951,000)	(\$951,000) Bonds	\$0
WH22801	North Shop Improvements	(\$954,000)	(\$954,000) Bonds	\$0
TOTALS:		(\$32,488,175)	(\$32,488,175)	(\$0)

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)	X	
Wasserman Vice Chairperson	X	
West Chairperson	X	
TOTALS:	7	0

The Motion to REJECT was approved 7-0

Amendment 1B014

*Adoption of Amendment 1B014 would substitute for Approved Amendments 1A015, 1A028, 1A043, 1A057, and 1B008
Adoption of Amendment 1B014 would result in the denial of Amendments 1A025, 1A030, 1A061, 1B004, 1B015, and 1B016.*

By Supervisors Alexander and Sebring

Delete Capital Improvement Project (WH00119) – CTH U and CTH BB Intersection as follows:

WH00119 – Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) [WISDOT Project I.D. 2160-01-02/72]

An appropriation of \$959,730 is budgeted for the construction phase for the Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) project in the Highway Safety Improvement Program (HSIP). Financing will be provided from \$452,389 in Federal revenue and \$507,341 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to achieve a significant reduction in traffic fatalities and serious injuries, improving highway safety. Increased traffic volumes and left turns at the intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) have contributed to a large number of crashes due to existing intersection geometrics, operations and traffic control.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2014 Adopted Capital Improvement Budget included an appropriation of \$106,181, including \$700 in net capitalized interest, for the design phase of the Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) project in the Highway Safety Improvement Program (HSIP). Financing was provided from \$94,933 in Federal revenue and \$11,248 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes offsetting the left turn lanes and installing overhead, per lane signal indications (monotubes) at the intersection, improving visibility and traffic signal progression/flow. Median openings and driveways will be evaluated for improvement in access control. Pavement marking and signage will be improved near the intersections to better direct drivers to their destination and therefore reduce side-swipe crashes.

The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Highway Safety Improvement Program (HSIP) was approved and the State/Municipal Agreement executed in 2013 for the intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) project. The total estimated cost of the project is \$608,135, where the Federal funding is \$547,322 and the remaining \$60,814 is funded by Milwaukee County. The HSIP funding expires in 2017.

Of the WISDOT federal funding approved in 2013, the total estimated construction cost of the project is \$502,654, where the Federal funding is \$452,389 and the remaining \$50,265 is funded by Milwaukee County. Due to the increase in the construction costs related to temporary and permanent traffic signal equipment, ADA curb ramp/sidewalk installation, left turn offset construction, pedestrian safety measures and associated engineering and contingencies, an additional \$457,076 of Milwaukee County funding is required to complete the construction phase of the HSIP project for a total of \$507,341 in vehicle registration fee revenue.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

Overall, staff from MCDOT, Transportation Services, will perform the construction management and project management for the Highway Safety Improvement Program (HSIP) projects. Consultants may be used for some specialized components of the construction management as needed.

Delete Capital Improvement Project (WH00206) – West Good Hope Road Corridor Adaptive Signal Control System as follows:

WH00206 – W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System [WISDOT Project I.D. 2130-14-00/70]

An appropriation of \$468,000 is budgeted for the construction phase for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project in the Congestion Mitigation & Air Quality Program (CMAQ). Financing is provided from \$374,400 in Federal revenue and \$93,600 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to improve the flow of traffic from one signalized intersection along W. Good Hope Rd. to the next, improving the overall Southeastern Wisconsin Traffic System Management.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2015 Adopted Capital Improvement Budget included an appropriation of \$108,000 for the design phase for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project in the Congestion Mitigation & Air Quality Program (CMAQ). Financing was provided from \$86,400 in Federal revenue and \$21,600 in general obligation bonds.

2017 Sub-Project Scope of Work:

The overall sub-project scope of work is to model, select, implement and calibrate a traffic adaptive signal system on the 7-mile corridor of W. Good Hope Rd. (CTH PP) from USH 41/45 to IH 43. Intersection controller equipment replacement would be required and improved traffic signal software that allows for remote management of all Milwaukee County Traffic signals, including possible coordination improvements with other agencies that would also be required as part of one of the corridor projects.

The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Congestion Mitigation & Air Quality Program (CMAQ) was approved and the State/Municipal Agreement executed in 2014 for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project. The total estimated cost of the project is \$576,000 where 80% is Federal funding \$460,800 and the remaining 20% \$115,200 funded by Milwaukee County. The CMAQ funding expires in 2018.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

Overall, staff from MCDOT, Transportation Services, will perform the construction management and project management for the Congestion Mitigation & Air Quality Program (CMAQ) projects. Consultants may be used for some specialized components of the construction management as needed.

Delete Capital Improvement Project (WH01002) – West Mill Rd.43rd St. to North Sydney Place as follows:

WH01002 – W. Mill Rd. (CTH S) N. 43rd St. to N. Sydney Pl., City of Milwaukee [WISDOT Project No. 2216-01-00/20/70]

An appropriation of \$750,000 is budgeted for the construction phase for W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. in the Surface Transportation Program (STP). Financing will be provided from \$750,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2013 Adopted Capital improvements Budget included an appropriation of \$377,275 for the design phase of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$301,820 in Federal revenue and \$75,455 in general obligation bonds.

The 2014 Adopted Capital improvements Budget included an appropriation of \$389,875, including \$5,100 in net capitalized interest, for the design and right-of-way acquisition phases of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$307,820 in Federal revenue and \$82,055 in general obligation bonds.

The 2015 Adopted Capital improvements Budget included an appropriation of \$367,500 for the continuation and completion of the design and right-of-way phases of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$294,000 in Federal revenue and \$73,500 in general obligation bonds.

The 2016 Adopted Capital improvements Budget included an appropriation of \$5,350,000 for the construction phase of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$4,240,000 in Federal revenue, \$50,000 in Local revenue and \$1,060,000 in general obligation bonds.

2017 Sub-Project Scope of Work:

~~The 2017 scope of work includes reconstructing a two-lane urban section for W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. (1.2 miles) and an auxiliary lane from N. 43rd St. to N. 40th St. and from N. Teutonia Ave. to N. Sydney Pl. From N. 40th St. to N. Teutonia Ave. the roadway will be reconstructed to a two-lane rural section with paved shoulders. The design and right-of-way phases are complete and the construction phase is to begin in 2016.~~

~~The W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project is funded under the Wisconsin Department of Transportation (WISDOT) Surface Transportation Program (STP). In 2012, the State/Municipal Agreement (SMA) was amended to include the additional design and right-of-way costs of extending the limits of W. Mill Rd. (CTH S) from N. Teutonia Ave. to N. Sydney Pl. with estimated costs for design and right-of-way are \$1,650,000, where 80% is the Federal share \$1,320,000 and the remaining 20% \$330,000 is the Milwaukee County share. The project design and right-of-way has a Federal funding maximum of \$1,320,000. In 2014, the Federal funding for the construction of W. Mill Rd. (CTH S) was approved and a revised SMA executed for an amount of \$5,300,000, where 80% is the Federal share \$4,240,000 and the remaining 20% \$1,060,000 is the Milwaukee County share. The total Federal funding for all project phases is \$5,560,000 with a Milwaukee County match of \$1,390,000 and \$50,000 local share for a total estimated project cost for all phases of \$7,000,000. The STP funding expires in 2020.~~

~~In order to adequately address the contaminated soils on W. Mill Rd. (CTH S), an additional \$750,000 of Milwaukee County funding is required to complete the construction of this STP project. The additional costs will cover the excavation, evaluating, loading, hauling, disposal, remediation and management of contaminated soils and replacement thereof as required by Wisconsin Department of Natural Resources (WDNR).~~

~~2018 – 2021 Scope of Work:~~

~~None.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

~~Delete Capital Improvement Project (WH01016) – Reconstruction 13th: Drexel to Rawson Ave as follows:~~

~~**WH01016 – S. 13th St. (CTH V) W. Drexel Ave. to W. Rawson Ave., City of Oak Creek [WISDOT Project No. 2505-00-03/23/73]**~~

~~An appropriation of \$500,000 is budgeted for the continuation of the design and right-of-way acquisition phases for S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. in the Surface Transportation Program (STP). Financing will be provided from \$400,000 in Federal revenue and \$100,000 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~The 2015 Adopted Capital Improvements Budget included an appropriation of \$400,000 for the start of the design and right-of-way phases of the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project~~

~~in the Surface Transportation Program (STP). Financing was provided from \$320,000 in Federal revenue and \$80,000 in general obligation bonds.~~

~~The 2016 Adopted Capital Improvements Budget included an appropriation of \$500,000 for the continuation of the design and right-of-way acquisition phases for S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project in the Surface Transportation Program (STP). Financing was provided from \$400,000 in Federal revenue and \$100,000 in general obligation bonds.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes the reconstruction of a one mile segment of S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. Planned reconstruction consists of an urban and rural combination section with bicycle and pedestrian accommodations. In the 2017, the design and right-of-way phases will continue.~~

~~The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Surface Transportation Program (STP) was approved and the State/Municipal Agreement executed in 2014 for the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project. The total estimated cost of the project is \$7,200,000 where it would provide 80% for the Federal share \$5,720,000, 20% \$1,430,000 for the Milwaukee County share and \$50,000 for the local share.~~

~~Upon approval by Southeast Wisconsin Planning Commission (SEWRPC), it is anticipated that there will be Federal funding available from the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project to be transferred to Project WH09501, W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. due to the reduction of scope from a roadway expansion to a roadway reconstruct. The reduction of scope is due to the decreased traffic on S. 13th St. (CTH V) caused by the recent construction of the W. Drexel Ave. interchange.~~

~~2018 – 2022 Scope of Work:~~

~~The Five-Year Capital Improvements Plan includes additional appropriations of \$5,800,000 that are necessary to complete the work on the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project. Financing is anticipated to be provided from \$4,600,000 in Federal revenue, \$1,150,000 in County funding, and \$50,000 in Local revenue.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

~~Delete Capital Improvement Project (WH02019) – North Teutonia Ave (Good Hope to Bradley) as follows:~~

~~**WH02019 – N. Teutonia Ave. (CTH D) Good Hope Rd. to Bradley Rd., City of Milwaukee and Village of Brown Deer [WISDOT Project No. N/A]**~~

~~An appropriation of \$100,000 is budgeted for the design phase for the N. Teutonia Ave. (CTH D) project from W. Good Hope Rd. to W. Bradley Rd. in the County Highway Improvement Program (CHIP). Financing will be provided from \$100,000 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The N. Teutonia Ave. (CTH D) from W. Good Hope Rd. to W. Bradley Rd. project is funded under the Wisconsin Department of Transportation (WISDOT) County Highway Improvement Program (CHIP). In 2014, the State/Municipal Agreement for the N. Teutonia Ave. (CTH D) from W. Good Hope Rd. to W. Bradley Rd. project was approved by WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum WISDOT funding reimbursement is \$1,418,669.57 and expires on June 30, 2019.

The 2015 Adopted Capital improvements Budget included an appropriation of \$325,000 for the design and right-of-way acquisition phases for the N. Teutonia Ave. (CTH D) project from W. Good Hope Rd. to W. Bradley Rd. in the County Highway Improvement Program (CHIP). Financing was provided from \$68,750 in State revenue and \$256,250 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes rehabilitating and overlaying N. Teutonia Ave. (CTH D) from W. Good Hope Rd. to W. Bradley Rd. with hot mix asphalt pavement, including other minor drainage and safety improvements.

2018 – 2022 Scope of Work:

The Five-Year Capital Improvements Plan includes additional appropriations of \$3,500,000 that are necessary to complete the work on the project. Financing is anticipated to be provided from \$1,349,000 in State revenue and \$2,151,000 in County funding.

Any surplus appropriations available upon completion of an approved project must be lapsed at year end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Delete Capital Improvement Project (WH08023) – Whitnall Park Bridge #564 as follows:

WH08023 – Whitnall Park Bridge #564, Village of Hales Corners [WISDOT Project I.D. 2981-00-03/73]

An appropriation of \$589,390 is budgeted for the construction phase for the Whitnall Park Bridge #564 in the Local Bridge Program (LBP). Financing will be provided from \$388,283 in Federal revenue and \$201,107 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to improve the most seriously deficient existing local bridges to maintain safe infrastructure. Bridges are rated based on a federal bridge rating methodology (scale from 0-100), which is designed to measure the relative adequacy of a bridge in terms of structural and safety aspects, serviceability and functional obsolescence, and suitability for public use. The bridge has a sufficiency number of 56.5 and is functionally obsolete. Its concrete spalled and deteriorated. Its railing is substandard and its geometry require improvements.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

~~The 2014 Adopted Capital improvements Budget included an appropriation of \$101,400, including \$1,400 in net capitalized interest, for the design phase for the Whitnall Park Bridge #564 project in the Local Bridge Program (LBP). Financing was provided from \$80,000 in Federal revenue and \$21,400 in general obligation bonds.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes the rehabilitation of bridge P-40-0564, the Historic Whitnall Park Drive Bridge over a branch of the Root River and is located 0.2 miles east of USH 45 in the Village of Hales Corners. It is a single span earth filled concrete Arch Culvert with stone façade and timber railing that was built in 1933.~~

~~The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Local Bridge Program (LBP) was approved and the State/Municipal Agreement executed in 2014 for the Whitnall Park Bridge #565 project. The total estimated cost of the project is \$586,354 where it would provide 80% for the Federal share \$468,283, 20% \$118,071 for the Milwaukee County share.~~

~~Due to the historic nature of the bridge, an additional \$104,436 of Milwaukee County funds for construction is required to adequately rehabilitate the historic features.~~

~~2018 – 2021 Scope of Work:~~

~~None.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

~~Delete Capital Improvement Project (WH08024) – Whitnall Park Bridge #565 as follows:~~

~~**WH08024 – Whitnall Park Bridge #565, Village of Hales Corners [WISDOT Project I.D. 2981-00-04/74]**~~

~~An appropriation of \$644,825 is budgeted for the construction phase for the Whitnall Park Bridge #565 in the Local Bridge Program (LBP). Financing will be provided from \$433,873 in Federal revenue and \$210,952 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the need to improve the most seriously deficient existing local bridges to maintain safe infrastructure. Bridges are rated based on a federal bridge rating methodology (scale from 0-100), which is designed to measure the relative adequacy of a bridge in terms of structural and safety aspects, serviceability and functional obsolescence, and suitability for public use. The bridge has a sufficiency number of 56.5 and is functionally obsolete. Its concrete spalled and deteriorated. Its railing is substandard and its geometry require improvements.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~The 2014 Adopted Capital improvements Budget included an appropriation of \$101,400, including \$1,400 in net capitalized interest, for the design phase for the Whitnall Park Bridge #565 project in the Local Bridge Program (LBP). Financing was provided from \$80,000 in Federal revenue and \$21,400 in general obligation bonds.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes the rehabilitation of bridge P-40-0565, the Historic Whitnall Park Drive Bridge over a branch of the Root River and is located 0.2 miles east of USH 45 in the Village of Hales Corners. It is a single span earth filled concrete Arch Culvert with stone façade and timber railing that was built in 1933.~~

~~The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Local Bridge Program (LBP) was approved and the State/Municipal Agreement executed in 2014 for the Whitnall Park Bridge #564 project. The total estimated cost of the project is \$643,341 where it would provide 80% for the Federal share \$513,873, 20% \$129,468 for the Milwaukee County share.~~

~~Due to the historic nature of the bridge, an additional \$102,884 of Milwaukee County funds for construction is required to adequately rehabilitate the historic features.~~

~~2018 – 2021 Scope of Work:~~

~~None.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

~~Staffing Plan~~

~~Overall, staff from MCDOT, Transportation Services, will perform the project management for the Local Bridge Program (LBP) projects. Consultants will be used for components of construction management.~~

~~Delete Capital Improvement Project (WH09001) – West Ryan Road (CTH H) South 96th Street to South 112th Street as follows:~~

~~**WH09001 – W. Ryan Rd. (CTH H) S. 96th St. to S. 112th St., City of Franklin
[WISDOT Project No. N/A]**~~

~~An appropriation of \$1,540,000 is budgeted for the design and construction phases for the W. Ryan Rd. (CTH H) project from S. 96th St. to S. 112th St. in the County Highway Improvement Program (CHIP). Financing will be provided from \$713,000 in State revenue and \$827,000 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders and inadequate drainage system.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~The 2015 Adopted Capital improvements Budget included an appropriation of \$90,000 for the start of the design and right-of-way phases of the W. Ryan Rd. (CTH H) from S. 96th St. to S. 112th St. project in the County Highway Improvement Program (CHIP). Financing was provided from \$20,625 in State revenue and \$69,375 in general obligation bonds.~~

~~The 2016 Adopted Capital improvements Budget included an appropriation of \$90,000 for the continuation of the design and right-of-way phases of the W. Ryan Rd. (CTH H) from S. 96th St. to S. 112th St. project~~

in the County Highway Improvement Program (CHIP). Financing was provided from \$20,625 in State revenue and \$69,375 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes a pavement replacement with hot mix asphalt pavement, including shoulder paving, minor drainage and safety improvements.

The W. Ryan Rd. (CTH H) from S. 96th St. to S. 112th St. project is funded under the Wisconsin Department of Transportation (WISDOT) County Highway Improvement Program (CHIP). In 2014, the State/Municipal Agreement for the W. Ryan Rd. (CTH H) project from S. 96th St. to S. 112th St. project was approved by WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum CHIP funding reimbursement is \$755,106.76 and expires in June 30, 2019.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Delete Capital Improvement Project (WH09101) – Short Term CTH Rehabilitation Projects as follows:

WH09101 – Short Term CTH Rehabilitation Projects

An appropriation of \$500,000 is budgeted for the design and construction phases for Short Term County Trunk Highway (CTH) Rehabilitation Projects. Financing will be provided from \$500,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the immediate significant need of short term rehabilitation of a number of CTHs to provide limited preservation until additional Federal or State funding becomes available to complete a longer term significant improvement project. The continued patching/spot maintenance activities performed by the Highway Maintenance Department on these CTHs are not sufficient to safely maintain these roadways.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2015 Adopted Capital improvements Budget included an appropriation of \$400,000 for the design and construction phases of the Short Term CTH Rehabilitation Project. Financing was provided from general obligation bonds.

The 2016 Adopted Capital Improvements Budget included an appropriation of \$450,000 for the design and construction phases of the Short Term CTH Rehabilitation Project. Financing was provided from sales tax revenue.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes milling down the existing roadway and replacing it with an asphalt overlay. The program will not include any patching of the roadway areas. In the 2016, both the design and construction phases will take place.

~~The Short Term CTH Rehabilitation Project(s) under this program span the gap between routine maintenance and improvement projects and are not intended to upgrade or improve the CTH long term. Since these project(s) are short term, this will allow time to obtain potential grant funding with County matching funds for improvement projects and most importantly keep roadways safe. These projects are short term improvements to extend the life of the pavement between 3-7 years until grant funding is available.~~

~~The Director of Transportation will report to the Committee on Transportation, Public Works, and Transit on any Short Term CTH Rehabilitation Project that receives WH09101 funding and the estimated amount of funding that will remain in the WH09101 allocation after the project's completion. The Director of Transportation will submit a report to the Committee on Transportation, Public Works, and Transit one month following the initiation of a rehabilitation project.~~

~~2018 – 2021 Scope of Work:~~

~~The Five-Year Capital Improvements Plan includes additional appropriations of \$2,000,000 that are necessary to safely maintain our CTH system. Financing is anticipated to be provided from sales tax revenue.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

~~Delete Capital Improvement Project (WH09501) – West Rawson Avenue (CTH BB) South 27th Street to South 20th Street as follows:~~

~~**WH09501 – W. Rawson Ave. (CTH BB) S. 27th St. to S. 20th St., City of Oak Creek**
[WISDOT Project No. Pending]~~

~~An appropriation of \$150,000 is budgeted for the start of the design phase for W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. in the Surface Transportation Program (STP). Financing will be provided from \$120,000 in Federal revenue and \$30,000 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~None.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes the reconstruction of a 0.5 mile segment of W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. The planned reconstruction includes consideration for bicycle and pedestrian accommodations. In the 2017, the design phase is intended to start.~~

~~In 2015, MCDOT had applied for funding from the Wisconsin Department of Transportation (WISDOT) under the Surface Transportation Program (STP) for the W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. project. Although MCDOT did not receive full STP funding in 2015, it is anticipated that enough funding to begin the design will be available to start in 2016. The total estimated cost of the project is~~

~~\$3,200,000 where if the STP funding is approved it would provide 80% Federal funding \$2,560,000 and the remaining 20% \$640,000 funded by Milwaukee County.~~

~~Upon approval by Southeast Wisconsin Planning Commission (SEWRPC), it is anticipated that there will be Federal funding available for the W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. project from a transfer of remaining Federal funding from Project WH01016, S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project. The project is contingent on receiving approval from SEWRPC of the Federal funding to begin the design of the project and the respective construction funding in the next STP funding cycle.~~

~~2018 – 2022 Scope of Work:~~

~~The Five-Year Capital Improvements Plan includes additional appropriations of \$3,050,000 that are necessary to complete the work on the W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. project. Financing is anticipated to be provided from \$2,440,000 in Federal revenue and \$610,000 in County funding.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Staffing Plan

~~Overall, staff from MCDOT, Transportation Services, will perform the design and project management for the Surface Transportation Program (STP) projects. Consultants may be used for some specialized components of the design and construction management as needed.~~

~~Delete Capital Improvement Project (WH24001) – West Rawson Avenue (CTH BB) USH 45 to Hawthorne Lane as follows:~~

WH24001 – W. Rawson Ave. (CTH BB) USH 45 to Hawthorne Ln., City of Franklin [WISDOT Project No. N/A]

~~An appropriation of \$250,000 is budgeted for the design phase for the W. Rawson Ave. (CTH BB) project from USH 45 to Hawthorne Ln. in the County Highway Improvement Program (CHIP). Financing will be provided from \$250,000 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders and inadequate drainage system.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~None.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes a pavement reconditioning with hot mix asphalt pavement, including shoulder paving, minor drainage and safety improvements.~~

In 2015, MCDOT applied for funding from the Wisconsin Department of Transportation (WISDOT) under the County Highway Improvement Program (CHIP) and are awaiting an approved State/Municipal Agreement from WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum WISDOT funding reimbursement is \$793,196.03 and expires on June 30, 2021.

2018 – 2021 Scope of Work:

The Five-Year Capital Improvements Plan includes additional appropriations of \$2,450,000 that are necessary to complete the work on the project. Financing is anticipated to be provided from \$793,000 in State revenue and \$1,657,000 in County funding.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

Overall, staff from MCDOT, Transportation Services, will perform the design, construction management and project management for the County Highway Improvement Program (CHIP) projects. Consultants may be used for some specialized components of the design and construction management as needed.

Delete Capital Improvement Project (WH24101) – North Oakland Avenue Bridge Deck Mill & Overlay as follows:

WH24101 – N. Oakland Ave. Bridge Deck Mill & Overlay

An appropriation of \$180,000 is budgeted for the design and construction to mill and overlay Oakland Avenue Bridge over the Oak Leaf trail in downtown Milwaukee, B-40-0503. Financing will be provided from \$180,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need of timely repair of the bridge concrete deck. The bridge deck is experiencing deterioration, spalling, and cracking. If not immediately addressed, this could pose a safety concern by further deterioration and development of potholes. The high demand for and the scarcity of federal and state match under the Local Bridge Program, require the County to fully fund this work.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

None.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes concrete surface repair, milling and overlaying the bridge deck, and epoxy injecting concrete cracks.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

Overall, staff from MCDOT, Transportation Services, will perform the design, construction management and project management for the HSTCP projects. Consultants may be used for some specialized components of the design and construction management as needed.

Delete Capital Improvement Project (WT02601) – New Flyer Buses as follows:

WT02601 – NEW FLYER BUSES

An appropriation of \$7,500,000 is budgeted for the purchase of fifteen 40-foot replacement buses for the Milwaukee County Transit System. Financing is provided from \$1,700,000 in vehicle registration fee revenue, \$3,200,000 in federal Surface Transportation Program (STP) funds and \$2,600,000 in Federal Section 5339 funds.

2017 Sub-Project Addresses the following item/issue:

Maintain an annual bus replacement schedule in order to mitigate higher maintenance and operational costs resulting from using buses beyond their useful life.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2016 Adopted Capital Improvement Budget included an appropriation of \$14,450,000 for the replacement of 30 forty-foot buses and spare parts for the Milwaukee County Transit System.

2017 Sub-Project Scope of Work:

The buses to be replaced are 40-foot diesel buses purchased in 2003 and 2004 which are fully depreciated and have reached the end of their useful life. In March of 2015, Milwaukee County entered into a Master Price Agreement with New Flyer of America for the purchase of up to 75 buses by April 1, 2017. By year end 2016, 58 buses will have been ordered and received, meaning up to 17 more buses can be purchased off of this Master Agreement. The 15 buses to be purchased in 2017 are estimated to cost \$490,000 each.

A total of \$7,350,000 is being budgeted for the 15 buses, along with an additional \$130,000 for spare parts and \$20,000 for Federal Transit Administration required bus inspections.

2018 – 2021 Scope of Work:

Up to 30 replacement buses will be sought each year to the extent that local and federal funding is available. The Milwaukee County Department of Transportation (MCDOT) continually seeks additional non-county grant funds to maximize the local funding provided.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

MCDOT and Milwaukee Transport Services (MTS) staff will be responsible for overall project management.

Delete Capital Improvement Project (WT08301) – Bus Rapid Transit as follows:

WT08301 – BUS RAPID TRANSIT

~~An appropriation of \$43,775,000 is budgeted for the development, design and construction of a Bus Rapid Transit (BRT) project. Financing is provided from \$7,775,000 in vehicle registration fee revenue and \$36,000,000 in Federal Section 5309 Small Starts funds.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~In order to make application to the Federal Transit Administration's (FTA) Small Starts Grant Program, Milwaukee County must demonstrate that it is committed to the project by committing local funds for the anticipated overall project cost. The Milwaukee County Department of Transportation, along with its consulting partners, have estimated the total project construction cost to be \$45,000,000 during the feasibility study phase.~~

~~The appropriation of \$43,775,000 is being requested with the consideration of eventually including the previously authorized \$1,225,000 for transit signal priority (WT081) as part of the local match requirement. The Department of Transportation anticipates 80% (\$36,000,000) of the \$45,000,000 total construction project cost would be provided by Federal FTA Small Starts Grant funding. The local share of \$9,000,000 would be reduced by \$1,225,000 for a total local amount of \$7,775,000. The amount of \$7,775,000 of local share would be provided by vehicle registration fee revenue.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~In 2015, \$1,500,000 was authorized for the development of transit signal priority in the BRT corridor. Later in 2015, \$225,000 was authorized from the \$1,500,000 for the purposes of developing the feasibility analysis for the BRT project leaving a balance of \$1,225,000 for the transit signal priority project.~~

~~In May of 2016, the Board authorized \$2,190,000 of 5307 funds to be used for the purposes of supporting project development of the BRT project. Along with \$225,000 from Milwaukee County, \$300,000 from SEWRPC and \$85,000 from MCTS a total of \$610,000 locally funded the feasibility study. Therefore, the amount of \$2,190,000 of 5307 funds may be used as an 80% federal match to support future project development needs against the \$610,000.~~

~~2017 Sub-Project Scope of Work:~~

~~Project development work will continue for 2017. This will consist of working with the FTA and local units of government to determine the conditions for which BRT will operate. Decisions with regard to final station locations, use of existing traffic or parking lanes, and impacts to traffic all must be made during the project development, designing and preliminary engineering phase that will occur in 2017.~~

~~2018 – 2021 Scope of Work:~~

~~Once the work of project development, design and preliminary engineering is complete, and with approvals from local units of government, the department would anticipate entering into construction in 2018 and 2019. During these phases the department would utilize the vast majoring of the funds made available by the FTA small start grant program for the purchase of vehicles, development of stations, and related infrastructure needed to complete the work related for the BRT project.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Staffing Plan

~~MCDOT and MTS staff will be responsible for overall project management. Specialized consultants will be retained to support the project.~~

Delete Capital Improvement Project (WP290) – Kinnickinnic Parkway Reconstruction as follows:

~~WP290 – KINNICKINNIC PARKWAY RECONSTRUCTION~~

~~An appropriation of \$1,739,000 is budgeted for reconstruction of the Kinnickinnic River Parkway. Financing is provided from vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~This existing parkway requires reconstruction of the pavement, storm sewer, and roadway lighting systems due to their deterioration.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~The 2016 Adopted Capital Improvement Budget included an appropriation of \$265,167 for planning and design for replacement of the pavement, storm sewer, and roadway lighting system. Planning involves exploring alternatives to reduce the county’s impervious pavement footprint, reducing future maintenance costs and better serving the communities recreational needs.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes reconstruction of pavement, storm sewer, and roadway lighting systems. Replacement of municipal utilities such as sanitary sewers, water mains, storm sewers and lighting are coordinated with this project. Traffic calming measures, storm water best management practices, green infrastructure, natural areas restoration and management, and connections to city streets and state highways are included in the reconstruction plans.~~

~~2018 – 2021 Scope of Work:~~

~~The overall Parkway reconstruction project (WP290) is to be completed in multiple sub-project phases. While the two segments (WP29001/02) from S 76th St to S 68th St and S 68th St to W Cleveland Ave are scheduled to begin reconstruction in 2017, several segments further east are on temporarily on hold due to MMSD’s Kinnickinnic River Watershed project. This project will involve concrete channel removal, streambed and streambank naturalization, and flood impact mitigation. Heavy construction activities will be detrimental to the pavements, so they will be reconstructed after the river work is complete in future years. The new schedule is as follows:~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Staffing Plan

~~DAS – Facilities Management Division staff will be responsible for overall project management and coordination with DPRC staff. Specialized consultants will be retained as needed.~~

Delete Capital Improvement Project (WP52301) – Lake Park Steel Arch Bridge as follows:

~~WP52301 – LAKE PARK STEEL ARCH BRIDGE~~

~~An appropriation of \$100,800 is budgeted for the design of the steel arch bridge in Lake Park. Financing is provided from vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The Steel Arch Bridge over the Locust St ravine Lake Park was built in 1893. The bridge is wide enough to carry vehicular traffic, but has been closed to vehicular traffic for years due to reconfiguration of roadways in the park and concern over structural integrity of the bridge for vehicular use.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~None.~~

~~2017 Sub-Project Scope of Work:~~

~~The project scope for 2017 work includes planning, survey, design, specifications, and construction documents in preparation for the construction work planned in 2018. The project can reduce the bridge in width to accommodate pedestrian traffic only. The reconstructed bridge will incorporate the existing steel arches and other historical aspects of the bridge. It is anticipated the stone abutments will be rehabilitated to restore structural integrity and appearance.~~

~~2018 – 2021 Scope of Work:~~

~~The five year capital plan includes \$907,000 in 2018 for reconstruction of the Lake Park Steel Arch Bridge as described above.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Staffing Plan

~~DAS – Facilities Management Division staff will be responsible for overall project management and coordination with DPRG staff. Specialized consultants will be retained as needed.~~

~~Delete Capital Improvement Project (WP48401) – Lake Park Ravine Bridge as follows:~~

~~WP48401 – LAKE PARK RAVINE BRIDGE~~

~~An appropriation of \$2,500,000 is budgeted for the Lake Park Ravine Bridge reconstruction. Financing is provided from \$500,000 in vehicle registration fee revenue and \$2,000,000 in private contributions.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The Lake Park Arch Bridge over Ravine Drive in historic Lake Park was built in 1905/1906. In 2014, increased cracking in the bridge and soil washout at the abutment prompted an updated condition assessment, resulting in the arch bridge and Ravine Drive below being closed until an in depth structural study could be completed to determine if it was safe to re-open the bridge and/or Ravine Drive.~~

~~Following completion of the inspection report, the arch bridge was re-opened to pedestrian traffic. However, Ravine Drive and pedestrian walking paths that pass under the bridge remain closed due to the potential for spalled concrete falling from the bridge on vehicles or pedestrians below. A copy of the inspection report can be found on the Milwaukee County (County) web site~~

~~(<http://county.milwaukee.gov/ConstructionBidsandR23075.htm>).~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~In 2015, an appropriation of \$404,827 was used to fund a Lake Park Ravine Road (Concrete Arch) Bridge inspection report and perform planning and design services for bridge rehabilitation or bridge replacement.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes repair and/or replacement of the historic concrete arch pedestrian bridge in Lake Park. A consultant hired by Milwaukee County is currently evaluating five alternative repair/replacement scenarios and their respective costs.~~

~~The County is providing \$500,000 in funding to serve as a challenge grant for private contributors.~~

~~The construction phase of this sub-project shall not proceed until the \$2,000,000 in private contributions is secured and committed.~~

~~2018 – 2021 Scope of Work:~~

~~None.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Staffing Plan

~~DAS—Facilities Management Division staff will be responsible for overall project management and coordination with DPRC staff. Specialized consultants will be retained as needed.~~

~~Amend Org. Unit No. 5600 – DOT Transit narrative as follows:~~

Strategic Implementation:

~~In 2017, both expenditures and revenues are reduced by \$9,297,964. This reflects an \$11,497,964 reduction in proposed VRF revenue, which is partially offset by \$2.2 million in revenue recaptured due to the elimination of the GO Pass program.~~

~~Milwaukee County Transit System (MCTS) shall report back to the County Board of Supervisors in January of 2017 with a plan of how the transit system will absorb cuts.~~

~~Preliminary estimates from MCTS show reductions in expenditures and revenues would reduce service by 16% or a decrease of 229,000 bus hours, and passenger participation would decrease by 14% or 4,575,000 less passengers valued at approximately \$4.58 million. The impact also includes layoffs for approximately 100 bus operators and 6 mechanics, as well as a reduction in the fleet of about 18 buses.~~

~~Metro Express routes (Gold and Purple) will continue to be partly funded with Congestion Mitigation and Air Quality (CMAQ) revenues. There is currently only one year of CMAQ funding available to cover two years of operations costs. CMAQ funding in 2017 decreases \$1.7 million from \$5.7 million to \$4.0 million. Reducing CMAQ revenue leaves an estimated reserve funding of \$2.4 million for 2018 with the goal of~~

continuing these routes. Milwaukee County has been awarded additional CMAQ funds of \$4.8 million to cover 2019 and 2020.

Routes 6 and 61 continue to be fully funded with Zoo Interchange litigation funds.

Fixed-route services will change minimally from the current year. A reduction in bus hours of 1.9 percent reflects changes in Downtown Milwaukee resulting from the sale of the Downtown Transit Center, as well as removal of select school-specific bus services in instances where the underlying fixed route transit buses have available capacity.

Expenditures decrease by approximately \$2.6 million. Increases in wage and benefit costs are primarily offset by favorable fuel pricing. Fuel is budgeted at \$1.58 per gallon compared to \$2.70 per gallon in 2016 due to the use of fuel price hedging through futures contracts. Expenditures for fuel decrease \$5.2 million from \$11.7 million to \$6.5 million. Future year increases in the cost for fuel could significantly impact future budgets.

Fare increases are proposed for premium fares used to pay for Freeway Flyers and several forms of adult fare passes to counter negative annual passenger revenue trends. See amended fare table on pg. 7.

As of April 2015, GO Pass provided unlimited free rides for all Milwaukee County residents over 65 or with a disability (as defined by the FTA). To provide for the ongoing stability of the GO Pass program, two changes will be implemented. First, GO Pass applicants will have to meet federally established definitions of low-income. Second, a modest fee per ride will be assessed to GO Pass recipients.

The following summarizes the 2017 changes for GO Pass eligibility.

GO Pass recipients must be a Milwaukee County resident and meet one of the following conditions:

1. Must be over the age of 65 and currently receiving Medicaid or FoodShare benefits; or
2. For residents under 65:
 - a. Must be receiving Social Security income through SSI or SSDI, or have a Veterans Disability designation; and
 - b. Must receive Medicaid benefits including traditional Medicaid, EBD Medicaid, long-term care through Medicaid, or participate in a Medicare Savings program.

For eligible GO Pass applicants, a fee of \$5.00 will be charged to issue the pass, and in addition, GO Pass holders will pay a \$0.25 per ride fare. Individuals who are not yet receiving benefits included in the eligibility criteria, but are receiving assistance from the IDAP program will be granted a GO Pass on a provisional basis while their applications are processed.

Milwaukee County residents who are over 65 or have an eligible disability but do not meet the above criteria are eligible for half fare on MCTS buses. The table below lists the transportation benefits available to Milwaukee County elderly and disabled citizens.

The changes included in the 2017 Budget allow for MCTS to continue the GO Pass with the hopes of serving the neediest populations in Milwaukee County while continuing to maintain the financial sustainability of the overall transportation system that is depended on by thousands of Milwaukee County residents as a primary source of transportation. Modifications to the GO Pass program will allow MCTS to recapture an estimated \$1.1 million in passenger revenues when fully implemented.

Administration of the eligibility screening process will be done by the Aging Resource Center and the Disability Resource Center. A workgroup including representatives from MCTS, DOT, DHHS, the Department of Aging, the DAS, the County Board, GoPass users, and representatives of advocacy groups for persons with disabilities and seniors, will be convened when the 2017 Budget is adopted to finalize a plan to implement the changes in eligibility requirements while minimizing impacts on GO Pass holders.

While these changes will likely reduce the financial impacts of the GO Pass program, the program will continue to be closely monitored to ensure the long-term financial sustainability of the system.

Transit capital infrastructure challenges continue. Currently about 25 percent of buses are at the end of their useful life. Federal funds were historically available to fund as much as 83 percent of the cost of a bus compared to 16 percent that was available in 2016. This results in a 33 percent increase in debt and depreciation expense in the 2017 operating budget.

The 2017 budget includes revenue allocated from a county Vehicle Registration Fee (VRF). VRF funding for the Transit operating budget is estimated at \$11,497,964 and will be used to offset negative trends in revenue from the State and Federal government as well as the GO Pass program. VRF funding will also contribute to the capital budget to help fund transit and transportation infrastructure projects, please see the introduction for more details.

Regarding the VRF, the County will convene a public/private taskforce in order to evaluate options for mitigating the impact of the VRF on low income households. The County will also request that the State of Wisconsin provide the County with the flexibility to assess the VRF based on the value or age of the vehicle instead of as flat fee which is currently mandated.

Finally, the MCTS budget includes anticipated revenue contracts that will exceed \$300,000, and in accordance with Wisconsin Statute 59.52(31), require approval from the County Board. Passage of the MCTS budget will allow the Department of Transportation to apply for and execute the following revenue grant contracts in 2017:

- State Urban Mass Transit Operating Assistance Contract (Section 85.20)
- State Urban Mass Transit Paratransit Assistance Contract (Section 85.205)
- State Specialized Transportation Assistance Program for Counties (Section 85.21)
- State Traffic Mitigation Contract – Zoo Interchange Project
- Federal Urbanized Area Formula (Section 5307)
- Federal Bus and Bus Facilities Formula (Section 5339)

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
WH00119	CTH U and CTH Intersection	(\$959,730)	(\$452,389) Federal (\$507,341) VRF	\$0
WH00206	West Good Hope Road Corridor Adaptive Signal	(\$468,000)	(\$374,400) Federal (\$93,600) VRF	\$0

WH01002	Mill Road 43 rd Street to Sydney Place	(\$750,000)	(\$750,000) VRF	\$0
WH01016	Reconstruction 13 th : Drexel to Rawson Avenue	(\$500,000)	(\$400,000) Federal (\$100,000) VRF	\$0
WH02019	N. Teutonia Avenue (West Good Hope to Bradley)	(\$100,000)	(\$100,000) VRF	\$0
WH08023	Whitnall Park Bridge #564	(\$589,390)	(\$388,283) Federal (\$201,107) VRF	\$0
WH008024	Whitnall Park Bridge #565	(\$644,825)	(433,873) Federal (\$210,952) VRF	\$0
WH09001	West Ryan Road (CTH H) S. 96 th Street to S. 112 th Street	(\$1,540,000)	(\$713,000) State (\$827,000) VRF	\$0
WH09101	Short Term CTH Rehabilitation Maintenance Projects	(\$500,000)	(\$500,000) VRF	\$0
WH09501	West Rawson Avenue S. 27 th Street to S. 20 th Street	(\$150,000)	(\$120,000) Federal (\$30,000) VRF	\$0
WH24001	West Rawson (CTH BB) USH 45 to Hawthorne Lane	(\$250,000)	(\$250,000) VRF	\$0
WH24101	N. Oakland Avenue Bridge Deck and Mill Overlay	(\$180,000)	(\$180,000) VRF	\$0
WT02601	New Flyer Buses	(\$7,500,000)	(\$5,800,000) Federal (\$1,700,000) VRF	\$0
WT08301	Bus Rapid Transit	(\$43,775,000)	(\$36,000,000) Federal (\$7,775,000) VRF	\$0
WP290	Kinnickinnic Parkway Reconstruction	(\$1,739,000)	(\$1,739,000) VRF	\$0
WP52301	Lake Park Steel Arch Bridge	(\$100,800)	(\$100,800) VRF	\$0
WP48401	Lake Park Ravine Bridge	(\$2,500,000)	(\$2,000,000) Private Contributions (\$500,000) VRF	\$0

5600	DOT - Transit	(\$11,497,964)	(\$11,497,964) VRF	\$0
5600	Eliminate GO Pass Program	\$2,200,000	\$2,200,000 Passenger Revenue	\$0
TOTALS:		(\$71,544,709)	(\$71,544,709)	\$0

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)	X	
Wasserman Vice Chairperson	X	
West Chairperson	X	
TOTALS:	7	0

The Motion to REJECT was approved 7-0

Amendment 1B015

*Adoption of Amendment 1B015 would substitute for Approved Amendments 1A015, 1A028, 1A043, 1A057, and 1B008
Adoption of Amendment 1B015 would result in the denial of Amendments 1A025, 1A030, 1A061, 1B004, 1B014, and 1B016.*

By Supervisor Weishan, Jr.

Delete Capital Improvement Project (WH00119) – CTH U and CTH BB Intersection as follows:

WH00119 – Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) [WISDOT Project I.D. 2160-01-02/72]

~~An appropriation of \$959,730 is budgeted for the construction phase for the Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) project in the Highway Safety Improvement Program (HSIP). Financing will be provided from \$452,389 in Federal revenue and \$507,341 in vehicle registration fee revenue.~~

2017 Sub-Project Addresses the following item/issue:

~~The sub-project addresses the need to achieve a significant reduction in traffic fatalities and serious injuries, improving highway safety. Increased traffic volumes and left turns at the intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) have contributed to a large number of crashes due to existing intersection geometrics, operations and traffic control.~~

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

~~The 2014 Adopted Capital Improvement Budget included an appropriation of \$106,181, including \$700 in net capitalized interest, for the design phase of the Intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) project in the Highway Safety Improvement Program (HSIP). Financing was provided from \$94,933 in Federal revenue and \$11,248 in general obligation bonds.~~

2017 Sub-Project Scope of Work:

~~The 2017 scope of work includes offsetting the left turn lanes and installing overhead, per lane signal indications (monotubes) at the intersection, improving visibility and traffic signal progression/flow. Median openings and driveways will be evaluated for improvement in access control. Pavement marking and signage will be improved near the intersections to better direct drivers to their destination and therefore reduce side-swipe crashes.~~

~~The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Highway Safety Improvement Program (HSIP) was approved and the State/Municipal Agreement executed in 2013 for the intersection of S. 76th St. (CTH U) and W. Rawson Ave. (CTH BB) project. The total estimated cost of the project is \$608,135, where the Federal funding is \$547,322 and the remaining \$60,814 is funded by Milwaukee County. The HSIP funding expires in 2017.~~

~~Of the WISDOT federal funding approved in 2013, the total estimated construction cost of the project is \$502,654, where the Federal funding is \$452,389 and the remaining \$50,265 is funded by Milwaukee County. Due to the increase in the construction costs related to temporary and permanent traffic signal equipment, ADA curb ramp/sidewalk installation, left turn offset construction, pedestrian safety measures and associated engineering and contingencies, an additional \$457,076 of Milwaukee County funding is required to complete the construction phase of the HSIP project for a total of \$507,341 in vehicle~~

registration fee revenue.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

Overall, staff from MCDOT, Transportation Services, will perform the construction management and project management for the Highway Safety Improvement Program (HSIP) projects. Consultants may be used for some specialized components of the construction management as needed.

Delete Capital Improvement Project (WH00206) – West Good Hope Road Corridor Adaptive Signal Control System as follows:

WH00206 – W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System [WISDOT Project I.D. 2130-14-00/70]

An appropriation of \$468,000 is budgeted for the construction phase for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project in the Congestion Mitigation & Air Quality Program (CMAQ). Financing is provided from \$374,400 in Federal revenue and \$93,600 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to improve the flow of traffic from one signalized intersection along W. Good Hope Rd. to the next, improving the overall Southeastern Wisconsin Traffic System Management.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2015 Adopted Capital Improvement Budget included an appropriation of \$108,000 for the design phase for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project in the Congestion Mitigation & Air Quality Program (CMAQ). Financing was provided from \$86,400 in Federal revenue and \$21,600 in general obligation bonds.

2017 Sub-Project Scope of Work:

The overall sub-project scope of work is to model, select, implement and calibrate a traffic adaptive signal system on the 7-mile corridor of W. Good Hope Rd. (CTH PP) from USH 41/45 to IH 43. Intersection controller equipment replacement would be required and improved traffic signal software that allows for remote management of all Milwaukee County Traffic signals, including possible coordination improvements with other agencies that would also be required as part of one of the corridor projects.

The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Congestion Mitigation & Air Quality Program (CMAQ) was approved and the State/Municipal Agreement executed in 2014 for the W. Good Hope Rd. (CTH PP) Corridor Adaptive Signal Control System project. The total estimated cost of the project is \$576,000 where 80% is Federal funding \$460,800 and the remaining 20% \$115,200 funded by Milwaukee County. The CMAQ funding expires in 2018.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

Overall, staff from MCDOT, Transportation Services, will perform the construction management and project management for the Congestion Mitigation & Air Quality Program (CMAQ) projects. Consultants may be used for some specialized components of the construction management as needed.

Delete Capital Improvement Project (WH01002) – West Mill Rd.43rd St. to North Sydney Place as follows:

WH01002 – W. Mill Rd. (CTH S)-N. 43rd St. to N. Sydney Pl., City of Milwaukee [WISDOT Project No. 2216-01-00/20/70]

An appropriation of \$750,000 is budgeted for the construction phase for W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. in the Surface Transportation Program (STP). Financing will be provided from \$750,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2013 Adopted Capital improvements Budget included an appropriation of \$377,275 for the design phase of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$301,820 in Federal revenue and \$75,455 in general obligation bonds.

The 2014 Adopted Capital improvements Budget included an appropriation of \$389,875, including \$5,100 in net capitalized interest, for the design and right-of-way acquisition phases of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$307,820 in Federal revenue and \$82,055 in general obligation bonds.

The 2015 Adopted Capital improvements Budget included an appropriation of \$367,500 for the continuation and completion of the design and right-of-way phases of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$294,000 in Federal revenue and \$73,500 in general obligation bonds.

The 2016 Adopted Capital improvements Budget included an appropriation of \$5,350,000 for the construction phase of the W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project in the Surface Transportation Program (STP). Financing was provided from \$4,240,000 in Federal revenue, \$50,000 in Local revenue and \$1,060,000 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes reconstructing a two-lane urban section for W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. (1.2 miles) and an auxiliary lane from N. 43rd St. to N. 40th St. and from N. Teutonia Ave. to N. Sydney Pl. From N. 40th St. to N. Teutonia Ave. the roadway will be reconstructed to a two-lane rural section with paved shoulders. The design and right-of-way phases are complete and the construction phase is to begin in 2016.

The W. Mill Rd. (CTH S) from N. 43rd St. to N. Sydney Pl. project is funded under the Wisconsin Department of Transportation (WISDOT) Surface Transportation Program (STP). In 2012, the State/Municipal Agreement (SMA) was amended to include the additional design and right-of-way costs of extending the limits of W. Mill Rd. (CTH S) from N. Teutonia Ave. to N. Sydney Pl. with estimated costs for design and right-of-way are \$1,650,000, where 80% is the Federal share \$1,320,000 and the remaining 20% \$330,000 is the Milwaukee County share. The project design and right-of-way has a Federal funding maximum of \$1,320,000. In 2014, the Federal funding for the construction of W. Mill Rd. (CTH S) was approved and a revised SMA executed for an amount of \$5,300,000, where 80% is the Federal share \$4,240,000 and the remaining 20% \$1,060,000 is the Milwaukee County share. The total Federal funding for all project phases is \$5,560,000 with a Milwaukee County match of \$1,390,000 and \$50,000 local share for a total estimated project cost for all phases of \$7,000,000. The STP funding expires in 2020.

In order to adequately address the contaminated soils on W. Mill Rd. (CTH S), an additional \$750,000 of Milwaukee County funding is required to complete the construction of this STP project. The additional costs will cover the excavation, evaluating, loading, hauling, disposal, remediation and management of contaminated soils and replacement thereof as required by Wisconsin Department of Natural Resources (WDNR).

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Delete Capital Improvement Project (WH01016) – Reconstruction 13th: Drexel to Rawson Ave as follows:

WH01016 – S. 13th St. (CTH V)-W. Drexel Ave. to W. Rawson Ave., City of Oak Creek [WISDOT Project No. 2505-00-03/23/73]

An appropriation of \$500,000 is budgeted for the continuation of the design and right-of-way acquisition phases for S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. in the Surface Transportation Program (STP). Financing will be provided from \$400,000 in Federal revenue and \$100,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

~~The 2015 Adopted Capital Improvements Budget included an appropriation of \$400,000 for the start of the design and right-of-way phases of the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project in the Surface Transportation Program (STP). Financing was provided from \$320,000 in Federal revenue and \$80,000 in general obligation bonds.~~

~~The 2016 Adopted Capital Improvements Budget included an appropriation of \$500,000 for the continuation of the design and right-of-way acquisition phases for S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project in the Surface Transportation Program (STP). Financing was provided from \$400,000 in Federal revenue and \$100,000 in general obligation bonds.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes the reconstruction of a one mile segment of S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. Planned reconstruction consists of an urban and rural combination section with bicycle and pedestrian accommodations. In the 2017, the design and right-of-way phases will continue.~~

~~The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Surface Transportation Program (STP) was approved and the State/Municipal Agreement executed in 2014 for the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project. The total estimated cost of the project is \$7,200,000 where it would provide 80% for the Federal share \$5,720,000, 20% \$1,430,000 for the Milwaukee County share and \$50,000 for the local share.~~

~~Upon approval by Southeast Wisconsin Planning Commission (SEWRPC), it is anticipated that there will be Federal funding available from the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project to be transferred to Project WH09501, W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. due to the reduction of scope from a roadway expansion to a roadway reconstruct. The reduction of scope is due to the decreased traffic on S. 13th St. (CTH V) caused by the recent construction of the W. Drexel Ave. interchange.~~

~~2018 – 2022 Scope of Work:~~

~~The Five-Year Capital Improvements Plan includes additional appropriations of \$5,800,000 that are necessary to complete the work on the S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project. Financing is anticipated to be provided from \$4,600,000 in Federal revenue, \$1,150,000 in County funding, and \$50,000 in Local revenue.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

~~Delete Capital Improvement Project (WH02019) – North Teutonia Ave (Good Hope to Bradley) as follows:~~

~~**WH02019 – N. Teutonia Ave. (CTH D)-Good Hope Rd. to Bradley Rd., City of Milwaukee and Village of Brown Deer [WISDOT Project No. N/A]**~~

~~An appropriation of \$100,000 is budgeted for the design phase for the N. Teutonia Ave. (CTH D) project from W. Good Hope Rd. to W. Bradley Rd. in the County Highway Improvement Program (CHIP). Financing will be provided from \$100,000 in vehicle registration fee revenue.~~

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The N. Teutonia Ave. (CTH D) from W. Good Hope Rd. to W. Bradley Rd. project is funded under the Wisconsin Department of Transportation (WISDOT) County Highway Improvement Program (CHIP). In 2014, the State/Municipal Agreement for the N. Teutonia Ave. (CTH D) from W. Good Hope Rd. to W. Bradley Rd. project was approved by WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum WISDOT funding reimbursement is \$1,418,669.57 and expires on June 30, 2019.

The 2015 Adopted Capital improvements Budget included an appropriation of \$325,000 for the design and right-of-way acquisition phases for the N. Teutonia Ave. (CTH D) project from W. Good Hope Rd. to W. Bradley Rd. in the County Highway Improvement Program (CHIP). Financing was provided from \$68,750 in State revenue and \$256,250 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes rehabilitating and overlaying N. Teutonia Ave. (CTH D) from W. Good Hope Rd. to W. Bradley Rd. with hot mix asphalt pavement, including other minor drainage and safety improvements.

2018 – 2022 Scope of Work:

The Five-Year Capital Improvements Plan includes additional appropriations of \$3,500,000 that are necessary to complete the work on the project. Financing is anticipated to be provided from \$1,349,000 in State revenue and \$2,151,000 in County funding.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Delete Capital Improvement Project (WH08023) – Whitnall Park Bridge #564 as follows:

WH08023 – Whitnall Park Bridge #564, Village of Hales Corners [WISDOT Project I.D. 2981-00-03/73]

An appropriation of \$589,390 is budgeted for the construction phase for the Whitnall Park Bridge #564 in the Local Bridge Program (LBP). Financing will be provided from \$388,283 in Federal revenue and \$201,107 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to improve the most seriously deficient existing local bridges to maintain safe infrastructure. Bridges are rated based on a federal bridge rating methodology (scale from 0-100), which is designed to measure the relative adequacy of a bridge in terms of structural and safety aspects, serviceability and functional obsolescence, and suitability for public use. The bridge has a sufficiency number of 56.5 and is functionally obsolete. Its concrete spalled and deteriorated. Its railing is substandard and its geometry require improvements.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2014 Adopted Capital improvements Budget included an appropriation of \$101,400, including \$1,400 in net capitalized interest, for the design phase for the Whitnall Park Bridge #564 project in the Local Bridge Program (LBP). Financing was provided from \$80,000 in Federal revenue and \$21,400 in general obligation bonds.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes the rehabilitation of bridge P-40-0564, the Historic Whitnall Park Drive Bridge over a branch of the Root River and is located 0.2 miles east of USH 45 in the Village of Hales Corners. It is a single span earth filled concrete Arch Culvert with stone façade and timber railing that was built in 1933.

The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Local Bridge Program (LBP) was approved and the State/Municipal Agreement executed in 2014 for the Whitnall Park Bridge #565 project. The total estimated cost of the project is \$586,354 where it would provide 80% for the Federal share \$468,283, 20% \$118,071 for the Milwaukee County share.

Due to the historic nature of the bridge, an additional \$104,436 of Milwaukee County funds for construction is required to adequately rehabilitate the historic features.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Delete Capital Improvement Project (WH08024) – Whitnall Park Bridge #565 as follows:

WH08024 – Whitnall Park Bridge #565, Village of Hales Corners [WISDOT Project I.D. 2981-00-04/74]

An appropriation of \$644,825 is budgeted for the construction phase for the Whitnall Park Bridge #565 in the Local Bridge Program (LBP). Financing will be provided from \$433,873 in Federal revenue and \$210,952 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need to improve the most seriously deficient existing local bridges to maintain safe infrastructure. Bridges are rated based on a federal bridge rating methodology (scale from 0-100), which is designed to measure the relative adequacy of a bridge in terms of structural and safety aspects, serviceability and functional obsolescence, and suitability for public use. The bridge has a sufficiency number of 56.5 and is functionally obsolete. Its concrete spalled and deteriorated. Its railing is substandard and its geometry require improvements.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2014 Adopted Capital improvements Budget included an appropriation of \$101,400, including \$1,400 in net capitalized interest, for the design phase for the Whitnall Park Bridge #565 project in the Local Bridge Program (LBP). Financing was provided from \$80,000 in Federal revenue and \$21,400 in general obligation bonds.

2017 Sub-Project Scope of Work:

~~The 2017 scope of work includes the rehabilitation of bridge P-40-0565, the Historic Whitnall Park Drive Bridge over a branch of the Root River and is located 0.2 miles east of USH 45 in the Village of Hales Corners. It is a single span earth filled concrete Arch Culvert with stone façade and timber railing that was built in 1933.~~

~~The Federal funding from the Wisconsin Department of Transportation (WISDOT) under the Local Bridge Program (LBP) was approved and the State/Municipal Agreement executed in 2014 for the Whitnall Park Bridge #564 project. The total estimated cost of the project is \$643,341 where it would provide 80% for the Federal share \$513,873, 20% \$129,468 for the Milwaukee County share.~~

~~Due to the historic nature of the bridge, an additional \$102,884 of Milwaukee County funds for construction is required to adequately rehabilitate the historic features.~~

2018 – 2021 Scope of Work:

~~None.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Staffing Plan

~~Overall, staff from MCDOT, Transportation Services, will perform the project management for the Local Bridge Program (LBP) projects. Consultants will be used for components of construction management.~~

~~Delete Capital Improvement Project (WH09001) – West Ryan Road (CTH H) South 96th Street to South 112th Street as follows:~~

~~**WH09001 – W. Ryan Rd. (CTH H) S. 96th St. to S. 112th St., City of Franklin
[WISDOT Project No. N/A]**~~

~~An appropriation of \$1,540,000 is budgeted for the design and construction phases for the W. Ryan Rd. (CTH H) project from S. 96th St. to S. 112th St. in the County Highway Improvement Program (CHIP). Financing will be provided from \$713,000 in State revenue and \$827,000 in vehicle registration fee revenue.~~

2017 Sub-Project Addresses the following item/issue:

~~The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders and inadequate drainage system.~~

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

~~The 2015 Adopted Capital improvements Budget included an appropriation of \$90,000 for the start of the design and right-of-way phases of the W. Ryan Rd. (CTH H) from S. 96th St. to S. 112th St. project in the County Highway Improvement Program (CHIP). Financing was provided from \$20,625 in State revenue and \$69,375 in general obligation bonds.~~

~~The 2016 Adopted Capital improvements Budget included an appropriation of \$90,000 for the continuation~~

~~of the design and right-of-way phases of the W. Ryan Rd. (CTH H) from S. 96th St. to S. 112th St. project in the County Highway Improvement Program (CHIP). Financing was provided from \$20,625 in State revenue and \$69,375 in general obligation bonds.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes a pavement replacement with hot mix asphalt pavement, including shoulder paving, minor drainage and safety improvements.~~

~~The W. Ryan Rd. (CTH H) from S. 96th St. to S. 112th St. project is funded under the Wisconsin Department of Transportation (WISDOT) County Highway Improvement Program (CHIP). In 2014, the State/Municipal Agreement for the W. Ryan Rd. (CTH H) project from S. 96th St. to S. 112th St. project was approved by WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum CHIP funding reimbursement is \$755,106.76 and expires in June 30, 2019.~~

~~2018 – 2021 Scope of Work:~~

~~None.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

~~Delete Capital Improvement Project (WH09101) – Short Term CTH Rehabilitation Projects as follows:~~

~~WH09101 – Short Term CTH Rehabilitation Projects~~

~~An appropriation of \$500,000 is budgeted for the design and construction phases for Short Term County Trunk Highway (CTH) Rehabilitation Projects. Financing will be provided from \$500,000 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the immediate significant need of short term rehabilitation of a number of CTHs to provide limited preservation until additional Federal or State funding becomes available to complete a longer term significant improvement project. The continued patching/spot maintenance activities performed by the Highway Maintenance Department on these CTHs are not sufficient to safely maintain these roadways.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~The 2015 Adopted Capital improvements Budget included an appropriation of \$400,000 for the design and construction phases of the Short Term CTH Rehabilitation Project. Financing was provided from general obligation bonds.~~

~~The 2016 Adopted Capital Improvements Budget included an appropriation of \$450,000 for the design and construction phases of the Short Term CTH Rehabilitation Project. Financing was provided from sales tax revenue.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes milling down the existing roadway and replacing it with an asphalt overlay. The program will not include any patching of the roadway areas. In the 2016, both the design and construction phases will take place.~~

~~The Short Term CTH Rehabilitation Project(s) under this program span the gap between routine maintenance and improvement projects and are not intended to upgrade or improve the CTH long term. Since these project(s) are short term, this will allow time to obtain potential grant funding with County matching funds for improvement projects and most importantly keep roadways safe. These projects are short term improvements to extend the life of the pavement between 3-7 years until grant funding is available.~~

~~The Director of Transportation will report to the Committee on Transportation, Public Works, and Transit on any Short Term CTH Rehabilitation Project that receives WH09101 funding and the estimated amount of funding that will remain in the WH09101 allocation after the project's completion. The Director of Transportation will submit a report to the Committee on Transportation, Public Works, and Transit one month following the initiation of a rehabilitation project.~~

~~2018 – 2021 Scope of Work:~~

~~The Five-Year Capital Improvements Plan includes additional appropriations of \$2,000,000 that are necessary to safely maintain our CTH system. Financing is anticipated to be provided from sales tax revenue.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

~~Delete Capital Improvement Project (WH09501) – West Rawson Avenue (CTH BB) South 27th Street to South 20th Street as follows:~~

~~**WH09501 – W. Rawson Ave. (CTH BB) S. 27th St. to S. 20th St., City of Oak Creek**
[WISDOT Project No. Pending]~~

~~An appropriation of \$150,000 is budgeted for the start of the design phase for W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. in the Surface Transportation Program (STP). Financing will be provided from \$120,000 in Federal revenue and \$30,000 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders, inadequate drainage system, and insufficient access for both bicyclist and pedestrians.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~None.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes the reconstruction of a 0.5 mile segment of W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. The planned reconstruction includes consideration for bicycle and pedestrian accommodations. In the 2017, the design phase is intended to start.~~

~~In 2015, MCDOT had applied for funding from the Wisconsin Department of Transportation (WISDOT) under the Surface Transportation Program (STP) for the W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. project. Although MCDOT did not receive full STP funding in 2015, it is anticipated that enough~~

~~funding to begin the design will be available to start in 2016. The total estimated cost of the project is \$3,200,000 where if the STP funding is approved it would provide 80% Federal funding \$2,560,000 and the remaining 20% \$640,000 funded by Milwaukee County.~~

~~Upon approval by Southeast Wisconsin Planning Commission (SEWRPC), it is anticipated that there will be Federal funding available for the W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. project from a transfer of remaining Federal funding from Project WH01016, S. 13th St. (CTH V) from W. Drexel Ave. to W. Rawson Ave. project. The project is contingent on receiving approval from SEWRPC of the Federal funding to begin the design of the project and the respective construction funding in the next STP funding cycle.~~

~~2018 – 2022 Scope of Work:~~

~~The Five Year Capital Improvements Plan includes additional appropriations of \$3,050,000 that are necessary to complete the work on the W. Rawson Ave. (CTH BB) from S. 27th St. to S. 20th St. project. Financing is anticipated to be provided from \$2,440,000 in Federal revenue and \$610,000 in County funding.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Staffing Plan

~~Overall, staff from MCDOT, Transportation Services, will perform the design and project management for the Surface Transportation Program (STP) projects. Consultants may be used for some specialized components of the design and construction management as needed.~~

~~Delete Capital Improvement Project (WH24001) – West Rawson Avenue (CTH BB) USH 45 to Hawthorne Lane as follows:~~

~~WH24001 – W. Rawson Ave. (CTH BB) USH 45 to Hawthorne Ln., City of Franklin [WISDOT Project No. N/A]~~

~~An appropriation of \$250,000 is budgeted for the design phase for the W. Rawson Ave. (CTH BB) project from USH 45 to Hawthorne Ln. in the County Highway Improvement Program (CHIP). Financing will be provided from \$250,000 in vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~The sub-project addresses the need to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor shoulders and inadequate drainage system.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~None.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes a pavement reconditioning with hot mix asphalt pavement, including shoulder paving, minor drainage and safety improvements.~~

In 2015, MCDOT applied for funding from the Wisconsin Department of Transportation (WISDOT) under the County Highway Improvement Program (CHIP) and are awaiting an approved State/Municipal Agreement from WISDOT where up to 50% of eligible project costs are reimbursed by WISDOT. The maximum WISDOT funding reimbursement is \$793,196.03 and expires on June 30, 2021.

2018 – 2021 Scope of Work:

The Five-Year Capital Improvements Plan includes additional appropriations of \$2,450,000 that are necessary to complete the work on the project. Financing is anticipated to be provided from \$793,000 in State revenue and \$1,657,000 in County funding.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

Overall, staff from MCDOT, Transportation Services, will perform the design, construction management and project management for the County Highway Improvement Program (CHIP) projects. Consultants may be used for some specialized components of the design and construction management as needed.

Delete Capital Improvement Project (WH24101) – North Oakland Avenue Bridge Deck Mill & Overlay as follows:

WH24101 – N. Oakland Ave. Bridge Deck Mill & Overlay

An appropriation of \$180,000 is budgeted for the design and construction to mill and overlay Oakland Avenue Bridge over the Oak Leaf trail in downtown Milwaukee, B-40-0503. Financing will be provided from \$180,000 in vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The sub-project addresses the need of timely repair of the bridge concrete deck. The bridge deck is experiencing deterioration, spalling, and cracking. If not immediately addressed, this could pose a safety concern by further deterioration and development of potholes. The high demand for and the scarcity of federal and state match under the Local Bridge Program, require the County to fully fund this work.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

None.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes concrete surface repair, milling and overlaying the bridge deck, and epoxy injecting concrete cracks.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriations shall not be used to expand an approved project scope without the approval of the

County Board of Supervisors and the County Executive.

Staffing Plan

Overall, staff from MCDOT, Transportation Services, will perform the design, construction management and project management for the HSTCP projects. Consultants may be used for some specialized components of the design and construction management as needed.

Delete Capital Improvement Project (WT02601) – New Flyer Buses as follows:

WT02601 – NEW FLYER BUSES

An appropriation of \$7,500,000 is budgeted for the purchase of fifteen 40-foot replacement buses for the Milwaukee County Transit System. Financing is provided from \$1,700,000 in vehicle registration fee revenue, \$3,200,000 in federal Surface Transportation Program (STP) funds and \$2,600,000 in Federal Section 5339 funds.

2017 Sub-Project Addresses the following item/issue:

Maintain an annual bus replacement schedule in order to mitigate higher maintenance and operational costs resulting from using buses beyond their useful life.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2016 Adopted Capital Improvement Budget included an appropriation of \$14,450,000 for the replacement of 30 forty-foot buses and spare parts for the Milwaukee County Transit System.

2017 Sub-Project Scope of Work:

The buses to be replaced are 40-foot diesel buses purchased in 2003 and 2004 which are fully depreciated and have reached the end of their useful life. In March of 2015, Milwaukee County entered into a Master Price Agreement with New Flyer of America for the purchase of up to 75 buses by April 1, 2017. By year-end 2016, 58 buses will have been ordered and received, meaning up to 17 more buses can be purchased off of this Master Agreement. The 15 buses to be purchased in 2017 are estimated to cost \$490,000 each.

A total of \$7,350,000 is being budgeted for the 15 buses, along with an additional \$130,000 for spare parts and \$20,000 for Federal Transit Administration required bus inspections.

2018 – 2021 Scope of Work:

Up to 30 replacement buses will be sought each year to the extent that local and federal funding is available. The Milwaukee County Department of Transportation (MCDOT) continually seeks additional non-county grant funds to maximize the local funding provided.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

MCDOT and Milwaukee Transport Services (MTS) staff will be responsible for overall project management.

Delete Capital Improvement Project (WT08301) – Bus Rapid Transit as follows:

~~WT08301 – BUS RAPID TRANSIT~~

~~An appropriation of \$43,775,000 is budgeted for the development, design and construction of a Bus Rapid Transit (BRT) project. Financing is provided from \$7,775,000 in vehicle registration fee revenue and \$36,000,000 in Federal Section 5309 Small Starts funds.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~In order to make application to the Federal Transit Administration's (FTA) Small Starts Grant Program, Milwaukee County must demonstrate that it is committed to the project by committing local funds for the anticipated overall project cost. The Milwaukee County Department of Transportation, along with its consulting partners, have estimated the total project construction cost to be \$45,000,000 during the feasibility study phase.~~

~~The appropriation of \$43,775,000 is being requested with the consideration of eventually including the previously authorized \$1,225,000 for transit signal priority (WT081) as part of the local match requirement. The Department of Transportation anticipates 80% (\$36,000,000) of the \$45,000,000 total construction project cost would be provided by Federal FTA Small Starts Grant funding. The local share of \$9,000,000 would be reduced by \$1,225,000 for a total local amount of \$7,775,000. The amount of \$7,775,000 of local share would be provided by vehicle registration fee revenue.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~In 2015, \$1,500,000 was authorized for the development of transit signal priority in the BRT corridor. Later in 2015, \$225,000 was authorized from the \$1,500,000 for the purposes of developing the feasibility analysis for the BRT project leaving a balance of \$1,225,000 for the transit signal priority project.~~

~~In May of 2016, the Board authorized \$2,190,000 of 5307 funds to be used for the purposes of supporting project development of the BRT project. Along with \$225,000 from Milwaukee County, \$300,000 from SEWRPC and \$85,000 from MCTS a total of \$610,000 locally funded the feasibility study. Therefore, the amount of \$2,190,000 of 5307 funds may be used as an 80% federal match to support future project development needs against the \$610,000.~~

~~2017 Sub-Project Scope of Work:~~

~~Project development work will continue for 2017. This will consist of working with the FTA and local units of government to determine the conditions for which BRT will operate. Decisions with regard to final station locations, use of existing traffic or parking lanes, and impacts to traffic all must be made during the project development, designing and preliminary engineering phase that will occur in 2017.~~

~~2018 – 2021 Scope of Work:~~

~~Once the work of project development, design and preliminary engineering is complete, and with approvals from local units of government, the department would anticipate entering into construction in 2018 and 2019. During these phases the department would utilize the vast majority of the funds made available by the FTA small start grant program for the purchase of vehicles, development of stations, and related infrastructure needed to complete the work related for the BRT project.~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Staffing Plan

~~MCDOT and MTS staff will be responsible for overall project management. Specialized consultants will be retained to support the project.~~

Delete Capital Improvement Project (WP290) – Kinnickinnic Parkway Reconstruction as follows:

~~WP290 – KINNICKINNIC PARKWAY RECONSTRUCTION~~

~~An appropriation of \$1,739,000 is budgeted for reconstruction of the Kinnickinnic River Parkway. Financing is provided from vehicle registration fee revenue.~~

~~2017 Sub-Project Addresses the following item/issue:~~

~~This existing parkway requires reconstruction of the pavement, storm sewer, and roadway lighting systems due to their deterioration.~~

~~Prior Year Authorized Sub-Project Work Completed and/or Ongoing:~~

~~The 2016 Adopted Capital Improvement Budget included an appropriation of \$265,167 for planning and design for replacement of the pavement, storm sewer, and roadway lighting system. Planning involves exploring alternatives to reduce the county’s impervious pavement footprint, reducing future maintenance costs and better serving the communities recreational needs.~~

~~2017 Sub-Project Scope of Work:~~

~~The 2017 scope of work includes reconstruction of pavement, storm sewer, and roadway lighting systems. Replacement of municipal utilities such as sanitary sewers, water mains, storm sewers and lighting are coordinated with this project. Traffic calming measures, storm water best management practices, green infrastructure, natural areas restoration and management, and connections to city streets and state highways are included in the reconstruction plans.~~

~~2018 – 2021 Scope of Work:~~

~~The overall Parkway reconstruction project (WP290) is to be completed in multiple sub-project phases. While the two segments (WP29001/02) from S 76th St to S 68th St and S 68th St to W Cleveland Ave are scheduled to begin reconstruction in 2017, several segments further east are on temporarily on hold due to MMSD’s Kinnickinnic River Watershed project. This project will involve concrete channel removal, streambed and streambank naturalization, and flood impact mitigation. Heavy construction activities will be detrimental to the pavements, so they will be reconstructed after the river work is complete in future years. The new schedule is as follows:~~

~~Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.~~

Staffing Plan

~~DAS—Facilities Management Division staff will be responsible for overall project management and coordination with DPRC staff. Specialized consultants will be retained as needed.~~

Delete Capital Improvement Project (WP52301) – Lake Park Steel Arch Bridge as follows:

WP52301 – LAKE PARK STEEL ARCH BRIDGE

An appropriation of \$100,800 is budgeted for the design of the steel arch bridge in Lake Park. Financing is provided from vehicle registration fee revenue.

2017 Sub-Project Addresses the following item/issue:

The Steel Arch Bridge over the Locust St ravine Lake Park was built in 1893. The bridge is wide enough to carry vehicular traffic, but has been closed to vehicular traffic for years due to reconfiguration of roadways in the park and concern over structural integrity of the bridge for vehicular use.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

None.

2017 Sub-Project Scope of Work:

The project scope for 2017 work includes planning, survey, design, specifications, and construction documents in preparation for the construction work planned in 2018. The project can reduce the bridge in width to accommodate pedestrian traffic only. The reconstructed bridge will incorporate the existing steel arches and other historical aspects of the bridge. It is anticipated the stone abutments will be rehabilitated to restore structural integrity and appearance.

2018 – 2021 Scope of Work:

The five year capital plan includes \$907,000 in 2018 for reconstruction of the Lake Park Steel Arch Bridge as described above.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

DAS – Facilities Management Division staff will be responsible for overall project management and coordination with DPRC staff. Specialized consultants will be retained as needed.

Delete Capital Improvement Project (WP48401) – Lake Park Ravine Bridge as follows:

WP48401 – LAKE PARK RAVINE BRIDGE

An appropriation of \$2,500,000 is budgeted for the Lake Park Ravine Bridge reconstruction. Financing is provided from \$500,000 in vehicle registration fee revenue and \$2,000,000 in private contributions.

2017 Sub-Project Addresses the following item/issue:

The Lake Park Arch Bridge over Ravine Drive in historic Lake Park was built in 1905/1906. In 2014, increased cracking in the bridge and soil washout at the abutment prompted an updated condition assessment, resulting in the arch bridge and Ravine Drive below being closed until an in depth structural study could be completed to determine if it was safe to re-open the bridge and/or Ravine Drive.

Following completion of the inspection report, the arch bridge was re-opened to pedestrian traffic. However, Ravine Drive and pedestrian walking paths that pass under the bridge remain closed due to the potential for spalled concrete falling from the bridge on vehicles or pedestrians below. A copy of the

inspection report can be found on the Milwaukee County (County) web site (<http://county.milwaukee.gov/ConstructionBidsandR23075.htm>).

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

In 2015, an appropriation of \$404,827 was used to fund a Lake Park Ravine Road (Concrete Arch) Bridge inspection report and perform planning and design services for bridge rehabilitation or bridge replacement.

2017 Sub-Project Scope of Work:

The 2017 scope of work includes repair and/or replacement of the historic concrete arch pedestrian bridge in Lake Park. A consultant hired by Milwaukee County is currently evaluating five alternative repair/replacement scenarios and their respective costs.

The County is providing \$500,000 in funding to serve as a challenge grant for private contributors.

The construction phase of this sub-project shall not proceed until the \$2,000,000 in private contributions is secured and committed.

2018 – 2021 Scope of Work:

None.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

DAS— Facilities Management Division staff will be responsible for overall project management and coordination with DPRG staff. Specialized consultants will be retained as needed.

Amend Org. Unit No. 5600 – DOT Transit narrative as follows:

Strategic Implementation:

In 2017, both expenditures and revenues are reduced by \$9,297,964. This reflects a reduction of \$11,497,964 in proposed VRF revenue, which is partially offset by \$2.2 million in revenue recaptured due to the elimination of the GO Pass program.

Milwaukee County Transit System (MCTS) shall report back to the County Board of Supervisors in January of 2017 with a plan for implementation, including any staffing reductions. Preliminary estimates from MCTS show reductions in expenditures and revenues would reduce service by 16% or a decrease of 229,000 bus hours.

MCTS shall also report back to the County Board with a revised fare schedule, including a promotional off-peak fare to attract additional riders and to mitigate any negative effects due to the elimination of GO Pass program. Milwaukee County residents who are over 65 or have an eligible disability will continue to be eligible for half-fare on MCTS buses per federal requirements.

MCTS will operate with the goal of continuing routes partly funded with Congestion Mitigation and Air Quality (CMAQ) revenues, as well as routes fully funded with Zoo Interchange litigation funds.

~~Metro Express routes (Gold and Purple) will continue to be partly funded with Congestion Mitigation and Air Quality (CMAQ) revenues. There is currently only one year of CMAQ funding available to cover two years of operations costs. CMAQ funding in 2017 decreases \$1.7 million from \$5.7 million to \$4.0 million. Reducing CMAQ revenue leaves an estimated reserve funding of \$2.4 million for 2018 with the goal of continuing these routes. Milwaukee County has been awarded additional CMAQ funds of \$4.8 million to cover 2019 and 2020.~~

~~Routes 6 and 61 continue to be fully funded with Zoo Interchange litigation funds.~~

~~Fixed route services will change minimally from the current year. A reduction in bus hours of 1.9 percent reflects changes in Downtown Milwaukee resulting from the sale of the Downtown Transit Center, as well as removal of select school specific bus services in instances where the underlying fixed route transit buses have available capacity.~~

~~Expenditures decrease by approximately \$2.6 million. Increases in wage and benefit costs are primarily offset by favorable fuel pricing. Fuel is budgeted at \$1.58 per gallon compared to \$2.70 per gallon in 2016 due to the use of fuel price hedging through futures contracts. Expenditures for fuel decrease \$5.2 million from \$11.7 million to \$6.5 million. Future year increases in the cost for fuel could significantly impact future budgets.~~

~~Fare increases are proposed for premium fares used to pay for Freeway Flyers and several forms of adult fare passes to counter negative annual passenger revenue trends. See amended fare table on pg. 7.~~

~~As of April 2015, GO Pass provided unlimited free rides for all Milwaukee County residents over 65 or with a disability (as defined by the FTA). To provide for the ongoing stability of the GO Pass program, two changes will be implemented. First, GO Pass applicants will have to meet federally established definitions of low income. Second, a modest fee per ride will be assessed to GO Pass recipients.~~

~~The following summarizes the 2017 changes for GO Pass eligibility.~~

~~GO Pass recipients must be a Milwaukee County resident and meet one of the following conditions:~~

- ~~1. Must be over the age of 65 and currently receiving Medicaid or FoodShare benefits; or~~
- ~~2. For residents under 65:~~
 - ~~a. Must be receiving Social Security income through SSI or SSDI, or have a Veterans Disability designation; and~~
 - ~~b. Must receive Medicaid benefits including traditional Medicaid, EBD Medicaid, long-term care through Medicaid, or participate in a Medicare Savings program.~~

~~For eligible GO Pass applicants, a fee of \$5.00 will be charged to issue the pass, and in addition, GO Pass holders will pay a \$0.25 per ride fare. Individuals who are not yet receiving benefits included in the eligibility criteria, but are receiving assistance from the IDAP program will be granted a GO Pass on a provisional basis while their applications are processed.~~

~~Milwaukee County residents who are over 65 or have an eligible disability but do not meet the above criteria are eligible for half fare on MCTS buses. The table below lists the transportation benefits available to Milwaukee County elderly and disabled citizens.~~

~~The changes included in the 2017 Budget allow for MCTS to continue the GO Pass with the hopes of serving the neediest populations in Milwaukee County while continuing to maintain the financial~~

~~sustainability of the overall transportation system that is depended on by thousands of Milwaukee County residents as a primary source of transportation. Modifications to the GO Pass program will allow MCTS to recapture an estimated \$1.1 million in passenger revenues when fully implemented.~~

~~Administration of the eligibility screening process will be done by the Aging Resource Center and the Disability Resource Center. A workgroup including representatives from MCTS, DOT, DHHS, the Department of Aging, the DAS, the County Board, GoPass users, and representatives of advocacy groups for persons with disabilities and seniors, will be convened when the 2017 Budget is adopted to finalize a plan to implement the changes in eligibility requirements while minimizing impacts on GO Pass holders.~~

~~While these changes will likely reduce the financial impacts of the GO Pass program, the program will continue to be closely monitored to ensure the long-term financial sustainability of the system.~~

~~Transit capital infrastructure challenges continue. Currently about 25 percent of buses are at the end of their useful life. Federal funds were historically available to fund as much as 83 percent of the cost of a bus compared to 16 percent that was available in 2016. This results in a 33 percent increase in debt and depreciation expense in the 2017 operating budget.~~

~~The 2017 budget includes revenue allocated from a county Vehicle Registration Fee (VRF). VRF funding for the Transit operating budget is estimated at \$11,497,964 and will be used to offset negative trends in revenue from the State and Federal government as well as the GO Pass program. VRF funding will also contribute to the capital budget to help fund transit and transportation infrastructure projects, please see the introduction for more details.~~

~~Regarding the VRF, the County will convene a public/private taskforce in order to evaluate options for mitigating the impact of the VRF on low income households. The County will also request that the State of Wisconsin provide the County with the flexibility to assess the VRF based on the value or age of the vehicle instead of as flat fee which is currently mandated.~~

~~Finally, the MCTS budget includes anticipated revenue contracts that will exceed \$300,000, and in accordance with Wisconsin Statute 59.52(31), require approval from the County Board. Passage of the MCTS budget will allow the Department of Transportation to apply for and execute the following revenue grant contracts in 2017:~~

- ~~• State Urban Mass Transit Operating Assistance Contract (Section 85.20)~~
- ~~• State Urban Mass Transit Paratransit Assistance Contract (Section 85.205)~~
- ~~• State Specialized Transportation Assistance Program for Counties (Section 85.21)~~
- ~~• State Traffic Mitigation Contract – Zoo Interchange Project~~
- ~~• Federal Urbanized Area Formula (Section 5307)~~
- ~~• Federal Bus and Bus Facilities Formula (Section 5339)~~

This amendment would have no tax levy impact.

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
WH00119	CTH U and CTH Intersection	(\$959,730)	(\$452,389) Federal (\$507,341) VRF	\$0
WH00206	West Good Hope Road Corridor Adaptive Signal	(\$468,000)	(\$374,400) Federal (\$93,600) VRF	\$0
WH01002	Mill Road 43 rd Street to Sydney Place	(\$750,000)	(\$750,000) VRF	\$0
WH01016	Reconstruction 13 th : Drexel to Rawson Avenue	(\$500,000)	(\$400,000) Federal (\$100,000) VRF	\$0
WH02019	N. Teutonia Avenue (West Good Hope to Bradley)	(\$100,000)	(\$100,000) VRF	\$0
WH08023	Whitnall Park Bridge #564	(\$589,390)	(\$388,283) Federal (\$201,107) VRF	\$0
WH008024	Whitnall Park Bridge #565	(\$644,825)	(433,873) Federal (\$210,952) VRF	\$0
WH09001	West Ryan Road (CTH H) S. 96 th Street to S. 112 th Street	(\$1,540,000)	(\$713,000) State (\$827,000) VRF	\$0
WH09101	Short Term CTH Rehabilitation Maintenance Projects	(\$500,000)	(\$500,000) VRF	\$0
WH09501	West Rawson Avenue S. 27 th Street to S. 20 th Street	(\$150,000)	(\$120,000) Federal (\$30,000) VRF	\$0
WH24001	West Rawson (CTH BB) USH 45 to Hawthorne Lane	(\$250,000)	(\$250,000) VRF	\$0
WH24101	N. Oakland Avenue Bridge Deck and Mill Overlay	(\$180,000)	(\$180,000) VRF	\$0
WT02601	New Flyer Buses	(\$7,500,000)	(\$5,800,000) Federal (\$1,700,000) VRF	\$0
WT08301	Bus Rapid Transit	(\$43,775,000)	(\$36,000,000) Federal (\$7,775,000) VRF	\$0

WP290	Kinnickinnic Parkway Reconstruction	(\$1,739,000)	(\$1,739,000) VRF	\$0
WP52301	Lake Park Steel Arch Bridge	(\$100,800)	(\$100,800) VRF	\$0
WP48401	Lake Park Ravine Bridge	(\$2,500,000)	(\$2,000,000) Private Contributions (\$500,000) VRF	\$0
5600	DOT - Transit	(\$11,497,964)	(\$11,497,964) VRF	\$0
5600	Eliminate GO Pass Program	\$2,200,000	\$2,200,000 Passenger Revenue	\$0
TOTALS:		(\$71,544,709)	(\$71,544,709)	\$0

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)	X	
Wasserman Vice Chairperson	X	
West Chairperson	X	
TOTALS:	7	0

The Motion to REJECT was approved 7-0

Amendment 1B016

Adoption of Amendment 1B016 would substitute for Approved Amendments 1A015 and 1B008

Adoption of Amendment 1B016 would result in the denial of Amendments 1A025, 1A030, 1A061, 1B004, 1B014, and 1B015.

By Supervisors Alexander and Sebring

Amend Capital Improvement Project (WT02601) – (New Flyer Buses) as follows:

WT02601 – NEW FLYER BUSES

An appropriation of ~~\$7,500,000~~ \$3,750,000 is budgeted for the purchase of ~~fifteen~~ seven 40-foot replacement buses for the Milwaukee County Transit System. Financing is provided from ~~\$1,700,000~~ \$850,000 in vehicle registration fee revenue, ~~\$3,200,000~~ \$1,600,000 in federal Surface Transportation Program (STP) funds and ~~\$2,600,000~~ \$1,300,000 in Federal Section 5339 funds.

2017 Sub-Project Addresses the following item/issue:

Maintain an annual bus replacement schedule in order to mitigate higher maintenance and operational costs resulting from using buses beyond their useful life.

Prior Year Authorized Sub-Project Work Completed and/or Ongoing:

The 2016 Adopted Capital Improvement Budget included an appropriation of \$14,450,000 for the replacement of 30 forty-foot buses and spare parts for the Milwaukee County Transit System.

2017 Sub-Project Scope of Work:

The buses to be replaced are 40-foot diesel buses purchased in 2003 and 2004 which are fully depreciated and have reached the end of their useful life. In March of 2015, Milwaukee County entered into a Master Price Agreement with New Flyer of America for the purchase of up to 75 buses by April 1, 2017. By year-end 2016, 58 buses will have been ordered and received, meaning up to 17 more buses can be purchased off of this Master Agreement. The 15 buses to be purchased in 2017 are estimated to cost \$490,000 each.

A total of \$7,350,000 is being budgeted for the 15 buses, along with an additional \$130,000 for spare parts and \$20,000 for Federal Transit Administration required bus inspections.

2018 – 2021 Scope of Work:

Up to 30 replacement buses will be sought each year to the extent that local and federal funding is available. The Milwaukee County Department of Transportation (MCDOT) continually seeks additional non-county grant funds to maximize the local funding provided.

Any surplus appropriations available upon completion of an approved project must be lapsed at year-end. Surplus appropriation shall not be used to expand an approved project scope without the approval of the County Board of Supervisors and the County Executive.

Staffing Plan

MCDOT and Milwaukee Transport Services (MTS) staff will be responsible for overall project management.

Amend sections of Org. Unit No. 5600 – DOT-Transit narrative as follows:

In 2017, the GO Pass Program is deleted. \$2.2 million in revenue is recaptured due to the elimination of the program.

~~As of April 2015, GO Pass provided unlimited free rides for all Milwaukee County residents over 65 or with a disability (as defined by the FTA). To provide for the ongoing stability of the GO Pass program, two changes will be implemented. First, GO Pass applicants will have to meet federally established definitions of low income. Second, a modest fee per ride will be assessed to GO Pass recipients.~~

~~The following summarizes the 2017 changes for GO Pass eligibility.~~

~~GO Pass recipients must be a Milwaukee County resident and meet one of the following conditions:~~

- ~~1. Must be over the age of 65 and currently receiving Medicaid or FoodShare benefits; or~~
- ~~2. For residents under 65:

 - ~~a. Must be receiving Social Security income through SSI or SSDI, or have a Veterans Disability designation; and~~
 - ~~b. Must receive Medicaid benefits including traditional Medicaid, EBD Medicaid, long-term care through Medicaid, or participate in a Medicare Savings program.~~~~

~~For eligible GO Pass applicants, a fee of \$5.00 will be charged to issue the pass, and in addition, GO Pass holders will pay a \$0.25 per ride fare. Individuals who are not yet receiving benefits included in the eligibility criteria, but are receiving assistance from the IDAP program will be granted a GO Pass on a provisional basis while their applications are processed.~~

~~Milwaukee County residents who are over 65 or have an eligible disability but do not meet the above criteria are eligible for half-fare on MCTS buses. The table below lists the transportation benefits available to Milwaukee County elderly and disabled citizens.~~

~~The changes included in the 2017 Budget allow for MCTS to continue the GO Pass with the hopes of serving the neediest populations in Milwaukee County while continuing to maintain the financial sustainability of the overall transportation system that is depended on by thousands of Milwaukee County residents as a primary source of transportation. Modifications to the GO Pass program will allow MCTS to recapture an estimated \$1.1 million in passenger revenues when fully implemented.~~

~~Administration of the eligibility screening process will be done by the Aging Resource Center and the Disability Resource Center. A workgroup including representatives from MCTS, DOT, DHHS, the Department of Aging, the DAS, the County Board, GoPass users, and representatives of advocacy groups for persons with disabilities and seniors, will be convened when the 2017 Budget is adopted to finalize a plan to implement the changes in eligibility requirements while minimizing impacts on GO Pass holders. While these changes will likely reduce the financial impacts of the GO Pass program, the program will continue to be closely monitored to ensure the long-term financial sustainability of the system.~~

~~This amendment would have no tax levy impact.~~

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
WT02601	New Flyer Buses	(\$3,750,000)	(\$3,750,000)	\$0
5600	DOT-Transit	\$2,200,000	\$2,200,000	\$0
TOTALS:		(\$1,550,000)	(\$1,550,000)	\$0

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)	X	
Chair West	X	
Vice Chair Wasserman	X	
TOTALS:	7	0

The Motion to REJECT was approved 7-0

Amendment 1C010

Adoption of Amendment 1C010 would substitute for Approved Amendment 1C012.

By Supervisors Alexander and Sebring

Amend Org. Unit No. 1950 – Employee Fringe Benefits as follows:

The Flexible Spending Account (FSA) Employer contribution for ~~2016~~ 2017 is a maximum of \$1,000 ~~\$750~~. Employees eligible for a FSA must provide ~~\$1,000~~ \$750 (a 1 dollar to 1 dollar match) to receive the maximum County contribution. For 2017, the maximum an employee may contribute is \$2,550.

This amendment would decrease the tax levy by \$171,521

Org. No.	Department (or Capital Project)	Expenditure	Revenue (or Bonds*)	Tax Levy
1950	Employee Fringe Benefits	(\$200,609)	(\$29,088)	(\$171,521)
TOTALS:		(\$200,609)	(\$29,088)	(\$171,521)

If approved, the Adopted Budget narrative shall be modified as needed to reflect this amendment.

This amendment would impact all departments with fringe benefit eligible employees. The expenditure and revenues would be charged out of Org. 1950 – Employee Fringe Benefits to departments that receive active fringe benefit crosscharges.

FINANCE AND AUDIT COMMITTEE ROLL CALL		
	AYES	NOES
Mayo, Sr.	X	
Johnson, Jr.	X	
Haas	X	
Moore Omokunde	X	
Taylor (2)	X	
Wasserman Vice Chairperson	X	
West Chairperson	X	
TOTALS:	7	0

The Motion to REJECT was approved 7-0